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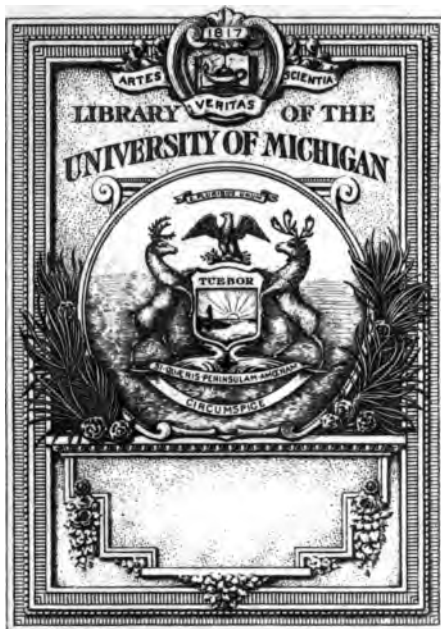
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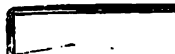


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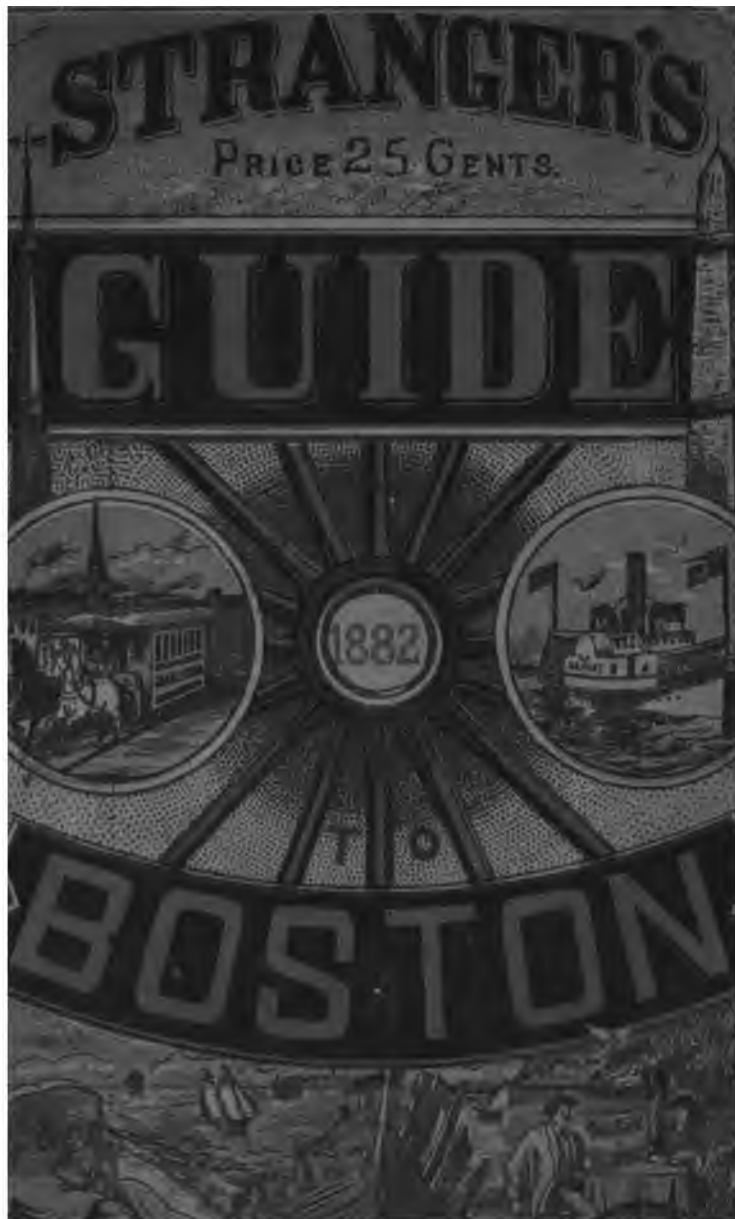


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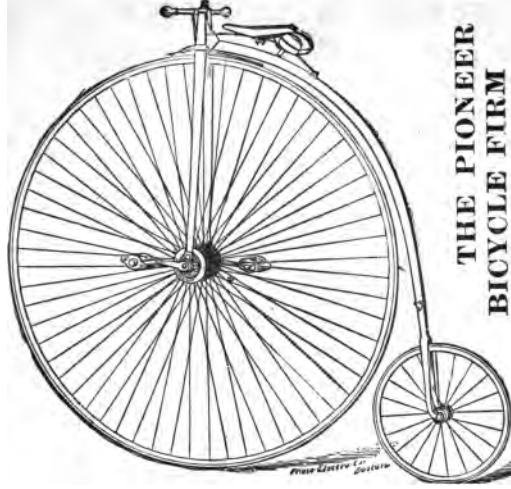
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STRANGER'S

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TO

BOSTON AND ITS SUBURBS;

WITH MAPS OF

BOSTON AND THE HARBOR,

BY

JAMES H. STARK,

ALSO A FULL DESCRIPTION OF ROUTES OF THE HORSE-CAR
LINES, STEAMBOATS, COACHES, RAILROAD STATIONS,
PUBLIC BUILDINGS, CHURCHES, THEATRES,
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HOTELS, ETC., ETC.

BOSTON, MASS.:

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*Revised by Mrs. James
Huntley Campbell
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INTRODUCTION.

IN sending forth our Guide to the strangers visiting Boston, we feel confident that it will prove a great convenience, and save much trouble and annoyance to those requiring its use; as all the information is as accurate as it can possibly be, much time and money having been used to make it so. The maps of the city and harbor, on account of their superior excellence and perfect accuracy, cannot fail to please the public. The principal object has been to condense, into as few pages as possible, such information as is needed by strangers and tourists visiting Boston.

A reference to the advertising pages shows the cards of some of our most prominent and leading business houses in the city. A visit to their respective places would be of value to those interested; and a careful perusal of their different specialties, with the inducements offered, will be found to be particularly interesting to the general public.

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*Revised by Mrs. James
W. C. Crampton
1885*

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It is the Most Perfect Swing on Earth.

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It should be used by consumptives, dyspeptics, and all invalids.

It is highly spoken of by the proprietors of all the fashionable hotels where it has been used. By permission we refer to the Fabyan, Twin Mountain and Crawford Houses,—White Mountains; also to the Wentworth, Portsmouth, N. H.

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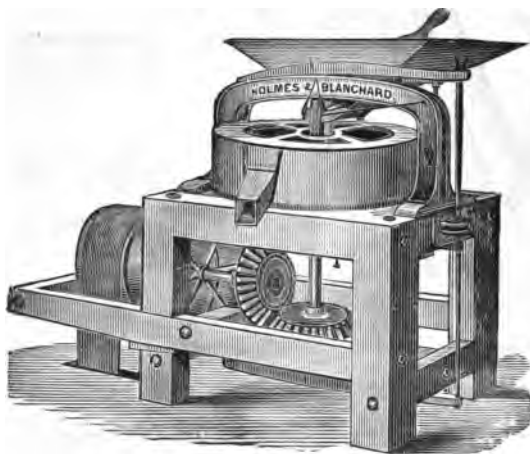
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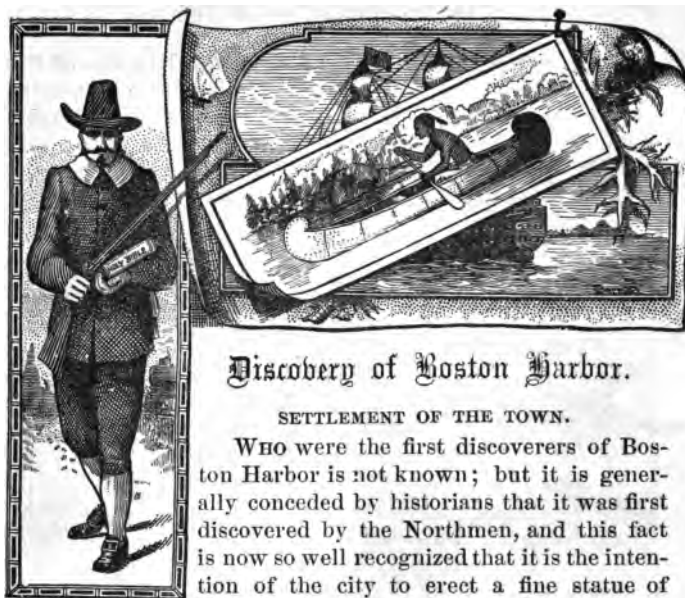
Burr Stone and Iron Paint Mills,

Mixers, Putty Mills, and all Machinery for manufacturing Paints
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Belting, Shafting, Pulleys and Hangers, New and Second-hand.

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Discovery of Boston Harbor.

SETTLEMENT OF THE TOWN.

WHO were the first discoverers of Boston Harbor is not known; but it is generally conceded by historians that it was first discovered by the Northmen, and this fact is now so well recognized that it is the intention of the city to erect a fine statue of

"Lief," the "Northman," opposite the entrance to the Museum of Fine Arts.

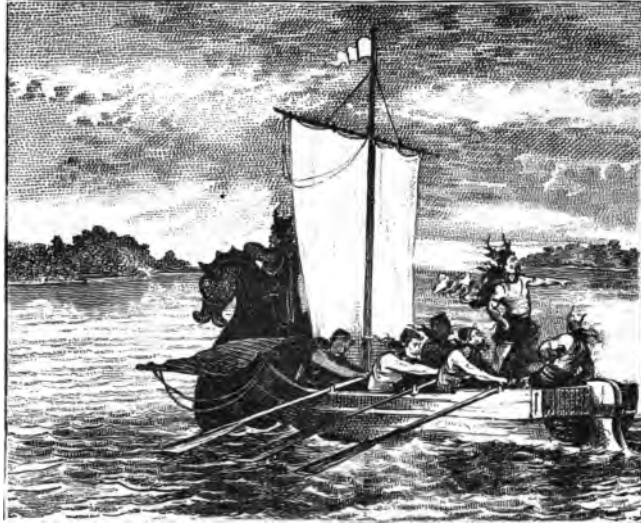
It is a well-known fact, that the inhabitants of Norway, Sweden, and Denmark, were at a very early period of the Christian era acquainted with the science and practice of navigation, far surpassing the people of the South of Europe in building vessels, and managing them upon the sea.

The characteristics of these people were of a predatory and piratical nature, who possessed nothing of that thirst for glory of discovery that so eminently distinguished those of the Southern countries.

As early as 861, in one of their piratical excursions, they discovered Iceland; and about the year 889 Greenland was discovered, and peopled by the Danes, under Eric the Red, a noted chieftain who had to flee from his country for murder.

Very early in the eleventh century, Biarne, an Icelander, who had visited many countries with his father Heriulf, for

trading purposes, being accidentally separated in one of the vessels from his parent, in directing his course to Greenland, was driven by a storm southwesterly to an unknown country, level in its formation, destitute of rocks, and thickly wooded, having an island near its coast. After the storm abated he concluded his voyage to Greenland, and related his discoveries to Lief, the son of Eric the Red, a



DISCOVERY OF BOSTON HARBOR BY LIEF, 1002.

person of an adventurous disposition, whose desires he awakened by the recital of his accidental discovery. Lief sailed in the year 1002 on a voyage of discovery, and it is stated that the Icelander visited not only the shores of Greenland and Labrador, but explored the coast of New England, during which they discovered Boston Harbor; one of the promontories, they named "Krossaness," and which archæologists have been led to believe was one of the headlands of Boston Harbor, named afterward by the Plymouth

settlers Point Allerton, which is the northerly termination of Nantasket Beach. These discoveries of the Northmen were forgotten for many years, and as late as the fifteenth century Greenland was only known to the Norwegians and Danes as the "lost land." It is more than probable that Columbus during his voyage heard of the discoveries made by the Northmen, or saw their charts, which caused him to so strongly believe that there was "land to the westward."

After the discovery of America by Columbus, many voyagers visited the American coast in the northern latitude before the settlement of New England; among whom were John Cabot and his son Sebastian, natives of Bristol, who made the first authentic discovery of the American continent. The land thus discovered by the English merchant was a portion of Labrador, which event occurred on the 24th of June, 1497, about thirteen months before Columbus on his third voyage came in sight of the mainland, and nearly two years before Americus Vesputius ventured to follow the illustrious Columbus.

FIRST AUTHENTIC DISCOVERY OF BOSTON.

In 1602, Bartholomew Gosnold, a daring mariner from the west of England, being possessed of a great desire for discovery, set sail from Yarmouth in a small vessel, with only thirty-two men, and was the first Englishman who came in a direct course and set foot on Massachusetts soil, selecting a small island called Cuttyhunk, situated at the mouth of Buzzards Bay. There, upon a little but well-wooded island of about one acre of land, in a pond of fresh water, Gosnold built a fort and established a house, the vestiges of which may be seen at the present time; on the 18th of June, scarcely a month after landing, he sailed with his men for home. In the year 1614, Captain John Smith, of Pocahontas notoriety, a celebrated traveller and navigator, sailed from England, and explored the coast of New England in a boat which he built after his arrival; by this means he was enabled to explore the bays, harbors, rivers,

and difficult and dangerous places, without running any risk or danger of losing his vessel. With eight men for a crew, he explored the coast from the Penobscot to Cape Cod, trading with the Indians for furs. On this expedition he discovered Boston Harbor and the Charles River, and landed on a high, rocky promontory, now known as Savin Hill.



FIRST INTERVIEW WITH THE INDIANS.

THE SETTLEMENT OF BOSTON.

After the death of King James in 1625, Charles I. succeeded to the throne, who committed the government of the church to men of arbitrary principles, passionately fond of the established rites and ceremonies, and disposed to press the observance of them with rigid exactness, until at last the very name of bishop grew odious to the people, and they were forced to draw their swords in defence of their liberties, whereby the kingdom was involved in the horrors of a civil war.

This being the melancholy state of affairs, Rev. John

White, minister of Dorchester, England, encouraged by the success of the Plymouth Colony, projected a new settlement in the Massachusetts Bay. Mr. White associated himself with several persons of quality about London, who petitioned the King to confirm their rights by a patent, which he did on the 4th of March, in the fourth year of his reign. Their general business was to be disposed and ordered by a Court, composed of a Governor, Deputy Governor, and eighteen Assistants. Their jurisdiction extended from three miles north of the Merrimack to three miles south of the Charles River, and in length from the Atlantic Ocean to the South Sea.

Preparations began to be made with vigor for the embarkation of a great colony. By the end of February, 1630, a fleet of fourteen vessels was furnished with men, women, and children,—all necessary men of handicrafts, and others of good condition, wealth and quality, to make a firm plantation.

In this fleet were congregated our forefathers, with their wives and little ones, about to quit forever their native country, kindred, friends, and acquaintances; they were about to leave the land of their fathers, perhaps forever,—to break asunder those cords of affection which so powerfully bind a good man to his native soil, and to dissolve those tender associations which constitute the bliss of civil society. All the fleet, on Monday, March 29, 1630, were riding at anchor at Cowes, Isle of Wight. By head-winds and other causes they were delayed a week, during which they improved one day as a fast.

On the 8th of April, about six in the morning, the wind being east and by north, and fair weather, they weighed anchor, and set sail.

“No accident of any moment occurred on board of the ships. They saw one or two whales, one with a bunch on his back about a yard above water, and all the way were birds flying and swimming, when they had no land near by two hundred leagues.” On the 3d of June they approached near enough to the coast to get soundings in eighty fathoms;

they were regaling themselves with fish of their own catching. On the 8th they had sight of Mt. Desert.

"So pleasant a scene here they had as did much refresh them; and there came a smell off the shore like the smell of a garden."

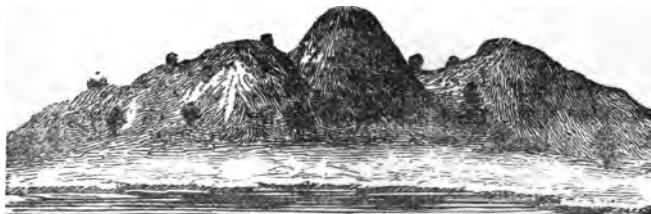
Noah could hardly have been more gratified to behold his dove with the olive-leaf in her mouth, than these people must have been to have received a visit from a wild pigeon and another small bird from land.

All day on the 11th they stood to, and again within sight of Cape Ann. On Saturday, the 12th, at four in the morning, they gave notice of their approach, from a piece of ordnance, and sent their skiff ashore. In the course of the day, passing through the narrow strait between Baker's Island and another small island, they came to anchor in Salem Harbor. The other ships of the fleet came in daily, and by the 6th of July thirteen out of the fourteen had arrived safely, without the loss of more than fifteen lives by sickness or accident. A day of public thanksgiving was therefore kept on the 8th of that month.

The other vessel, the "Mary and John," which brought over Messrs. John Warham and John Maverick, with many godly families from Devonshire, Dorsetshire, and Somersetshire, together with Edward Rossiter and Roger Clap, who was afterward captain of the "Castle," in Boston Harbor, became separated from the fleet during the voyage, and was the first to arrive. They had some difficulty with Captain Squib, who, "like a merciless man" (but he could hardly have been expected to do different, as the harbor was but little known, and he would have been in danger of losing his ship had he done as they desired), put them ashore on Nantasket Point, now called Hull, notwithstanding they held that he was engaged to bring them to the Charles River; yet he contended that they were then at the entrance of the river. This all took place before the 14th of June. on which day the ship "Admiral," of the New England fleet, arrived in Salem, on which Governor Winthrop and Mr. Isaac Johnson came as passengers.

LANDING OF THE SETTLERS.

Governor Winthrop, after his arrival at Salem, determined to remove to a point of land, since called Charlestown, in honor of Charles I., and with his followers took up his abode there, and dwelt in the "Great House," which was built the year before by Mr. Thomas Graves, while the "multitude" set up cottages, tents, and booths. From the length of their passage over the Atlantic, many arrived sick with scurvy, which greatly increased afterward through the want of proper houses to live and sleep in. Other distempers also prevailed; and, although the people were very loving and kind to each other, yet so many were



THE TRAMOUNT OR SHAWMUT.

afflicted that those few who remained well were unable to attend to them, and many died in consequence. Fewer dismal days did the first settlers experience than those they passed at Charlestown. In almost every family lamentation was heard, fresh food could not be obtained, and that which added to their distress was the want of fresh water; for although the place afforded plenty, yet for the present they could find but one spring, and that could not be reached except when the tide was down: this want of water was their principal cause of removal to Shawmut, now Boston; for notwithstanding the resolution of the principal men to build their town at Charlestown, the discouragements attendant on sickness and death caused many to be restless, and to think of other locations; in the mean time Mr. Wil-

liam Blackstone, who lived at Shawmut (which signifies, in the Indian language, "living water," on account of the springs found there, and called by the new-comers Trimount, or Trimount, from its appearance from Charlestown of three large hills), learned of their distress, and, going over to their relief, advised them to remove to this peninsula. His advice was kindly received, and followed soon after. Thus Boston became settled by the English Puritans.

THE FIRST SETTLER OF BOSTON

Was Mr. Blackstone. This was acknowledged during the lifetime of the Governor, as shown in the records of



MR. BLACKSTONE'S RESIDENCE.

Charlestown in these words: "Mr. Blackstone, dwelling on the other side of Charles River alone, at a place called by the Indians Shawmut, where he had a cottage at, or not far off from, the place called Blackstone Point [supposed to be near to where the depot of the Lowell Railroad now stands], he came and acquainted the Governor of an excellent spring, inviting and soliciting him thither. Whereupon, after the death of Mr. Johnson and divers others, the Governor and Mr. Wilson, and the great-

est part of the church, removed thither; whither also the frame of the Governor's house was carried, when the people began to build their houses against winter, and this place was called Boston, which was named after Boston in Lincolnshire, England, from which place some of the settlers came from." Blackstone's house, or cottage, in which he lived, together with the nature of his improvements, was such as to authorize the belief that he had resided there some seven or eight years. He was a retired Episcopal clergyman, and was one of those who preferred solitude to society, and his theological ideas corresponded with those habits of life. How he became possessed of his lands here is not known; but it is certain he held a good title to them, which was acknowledged by the settlers under Winthrop, who, in the course of time, bought his lands of him, and he removed out of the jurisdiction of Massachusetts. When he invited Winthrop to come over to his side of the river, he probably had no thought of removal himself, as it was some four years later when he changed his location. His selling out and leaving Boston was no doubt occasioned by his desire to live more retired, as well as a dislike to his Puritan neighbors. He said he "left England because of his dislike of the Lord Bishops, and now he did not like the Lord Brethren." One of the new-comers writes about him as follows: "There were also some Godly Episcopalians, among whom may be reckoned Mr. Blackstone, who, by happening to sleep first in an old hovel, upon a point of land there, laid claim to all the ground whereupon there now stands the whole metropolis of English America, until the inhabitants gave him satisfaction."

Blackstone retreated to that beautiful valley through which flows the Blackstone River, named in honor of him.

Upon Blackstone's advice the Charlestown settlers acted, and removed to Shawmut. In the first boat-load that went over was Anne Pollard, who lived to be one hundred and five years old, and whose portrait we give, which was copied by the Photo-Electrotype process, from a painting in the possession of the Massachusetts Historical Society, that was

painted when she was one hundred and three years old. As the boat drew up towards the shore, she (being then a romping girl) declared she would be the first woman to land, and, before anyone, jumped from the bow of the boat on to the beach. According to this statement, which is based on good authority, Anne Pollard was the first white



ANNE POLLARD, THE FIRST WHITE WOMAN WHO LANDED IN BOSTON.

female that trod on the soil of Boston. This we have made the subject of our illustration in the frontispiece. Her deposition, at the age of eighty-nine, was used to substantiate the location of Blackstone's house.

THE ABORIGINES.

The Indians living to the north visited the settlement quite frequently; but no intercourse was had for some time th the Massachusetts, living to the southward, whose ipal residence was on the Neponset River. At the

head of these was a chief named Chickataubut. He had learned, probably, that Indians who visited the new people at Shawmut fared well, and he resolved to venture among them to see what benefit they would be to him. Accordingly he mustered up considerable men, who, with their wives, made their appearance at the dwelling of the Governor; and, to satisfy him that they had not come out of idle curiosity, he presented him with a hogshead of Indian corn. The Governor could not be outdone in generosity in so important a state affair; and, therefore, he provided a dinner for the whole company. The Governor allowed Chickataubut to dine with him at his own table, where he behaved himself as soberly as an Englishman. The next



INTERVIEW BETWEEN THE INDIANS AND GOV. WINTHROP.

day after dawn they returned home; the Governor giving him some cheese and peas, and a mug, and several other small things.

EARLY APPEARANCE OF BOSTON.

Winthrop's company found Boston sparsely wooded; water, however, was abundant and good. In addition to the springs near Blackstone's house, mention is made in the first records of a "great spring" in Spring Lane, as well as other springs on the neck and elsewhere.



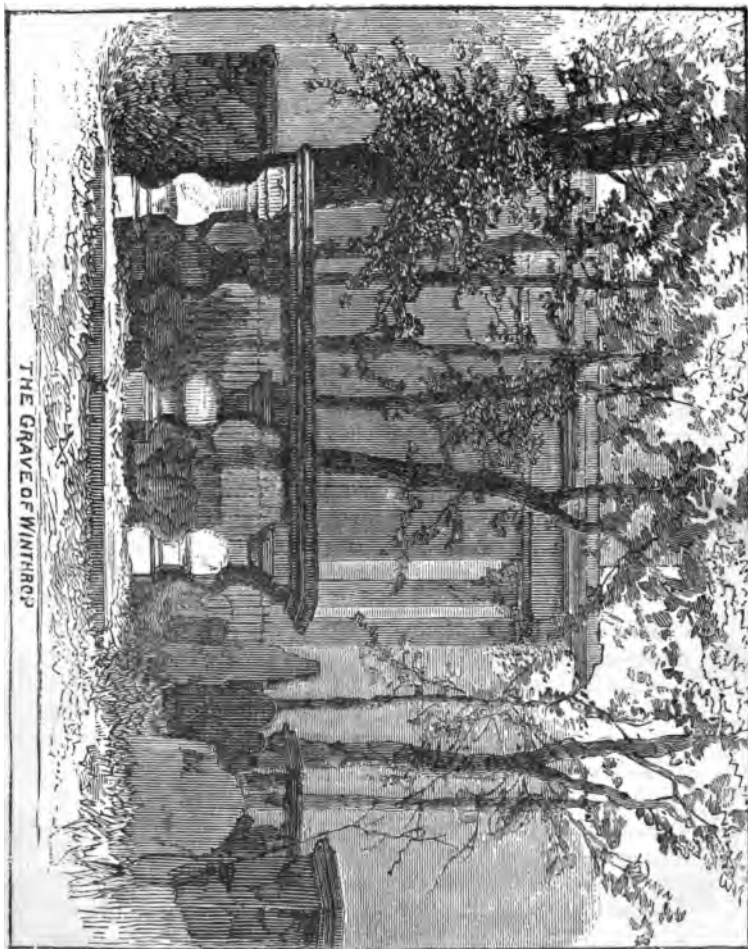
BLOCK-HOUSE ON THE NECK.

The first settlers located chiefly within the limits between what are now Hanover, Tremont, Bromfield, and Milk Streets. Pemberton Hill was also a favorite place of residence. The first buildings were rude and unsightly. They were of wood, with roofs thatched, while the chimneys were built of pieces of wood placed crosswise, and covered with clay. The foregoing picture of a block-house will give some idea of their character. Economy in building was carried so far that Governor Winthrop reproved his deputy, in 1632, for nailing clapboards upon his house; saying, "that he did not well to bestow so much cost about the wainscoting, and adorning his house in the beginning of a plantation, both in regard of the public charges and for example."

WINTHROP'S GRAVE.

Governor Winthrop died March 26, 1649. He was called the father of Boston, and no death has happened in it since its settlement which has caused so deep a sensation among its inhabitants. He was interred in King's Chapel burying-ground, in the northerly side of it. His tomb there forms the subject of our illustration.

1860. Chapter



II.—Colonial History of Boston.

THE colonists under the Royal Charter obtained of Charles I. were very independent, and enjoyed extraordinary privileges for those times. They elected their own governor and members to the General Court, and the government of the colony was but little different from that of the State to-day. The people were subjects of the crown in name, but, in reality, were masters of their own public affairs. Under the charter they were allowed to make laws or ordinances for the government of the plantation, which should not be repugnant to the laws of England; all subjects of King Charles were to be allowed to come here; and these emigrants and their posterity were declared "to be natural-born subjects, and entitled to the immunities of Englishmen." The time of the principal emigration was auspicious. The rise of the civil war in England gave its rulers all the work they could do at home. The accession of Oliver Cromwell to the Protectorate was regarded very favorably by the colonists, who belonged to the same party, and they took advantage of this state of affairs to oppress all others who had opinions different from their own. The Quakers, both men and women, were persecuted, and treated with great severity; many were hung, whipped at the cart's tail through the town, and then driven out into the wilderness; others had their ears cut off, and other cruelties perpetrated of a character too horrid to be here related. It was in vain that these poor Quakers demanded wherein they had broken any laws of England. They were answered with additional stripes for their presumption, and not without good reason did they exclaim against "such monstrous illegality," and that such "great injustice was never heard of before." Magna Charta, they said, was trodden down, and the guar-



COMMISSIONERS LANDING AT BOSTON.

anties of the Colonial Charter were utterly disregarded. After the death of Oliver Cromwell, Charles II. was proclaimed in London the lawful King of England, and the news of it in due time reached Boston. It was a sad day to many, and they received the intelligence with sorrow and concern, for they saw that a day of retribution was likely to come. But there was no alternative; and the people of Boston made up their minds to submit to a power they could not control. They, however, kept a sort of sullen silence for a time, but fearing this might be construed into contempt or opposition to the king, they formally proclaimed him in August, 1661. Meanwhile the Quakers in England had obtained the king's ear, and their representation against the government at Boston caused the king to issue a letter to the governor, requiring him to desist from any further proceedings against them, and calling upon the government here to answer the complaints made by the Quakers. A ship was chartered, and Samuel Shattock, who had been banished, was appointed to carry the letter, and had the satisfaction of delivering it to the governor with his own hand. After perusing it, Mr. Endicott replied, "We shall obey his Majesty's command," and then issued orders for the discharge of all Quakers then in prison. The requisition of the king for some one to appear to answer the complaints against the government of Boston, caused much agitation in the General Court; and when it was decided to send over agents, it was not an easy matter to procure suitable persons, so sensible was everybody that the complaints to be answered had too much foundation to be easily excused, or by any subterfuge explained away; and it is worthy of note that the two persons finally decided upon (Mr. Bradstreet and Mr. Norton) were the ones the most forward in the persecutions of the Quakers. And had it not been for the influence which Lord Say, and Seale, then Privy Counsellor to the king, and Col. Wm. Crowne, had with Charles II., the colony would have felt his early and heavy displeasure. Col. Crowne was in Boston when Whalley and Goffe, the regicides, arrived here, and he could have made statements

THE FRENCH S AT THE "SHIP" TAVERN.



regarding their reception, and the persecution of the Quakers, which might have caused the king to take an entirely different course from the mild and conciliatory one which, fortunately for Boston, he did take. Having "graciously" received the letter from the hands of the agents, and although he "confirmed the Patent and Charter," objects of great and earnest solicitude in their letter to him, yet "he required that all their laws should be reviewed, and such as were contrary or derogatory to the king's authority should be annulled; that the oath of allegiance should be administered; that the administration of justice should be in the king's name; that liberty should be given, to all who desired it, to use the Book of Common Prayer; in short, establishing religious freedom in Boston. Scarcely in that day could anything be more grievous to the rulers and ministers. This was not all. The elective franchise was extended "to all freeholders of competent estates," if they sustained good moral characters. The agents returning, and bringing such mandates from the king, was the cause of confusion and dismay to the whole country. Instead of being thankful for such lenity, many were full of resentment and indignation, and most unjustly assailed the agents for not accomplishing an impossibility.

LANDING OF THE COMMISSIONERS AT BOSTON.

Meanwhile four ships sailed from Portsmouth, with about four hundred and fifty soldiers, and were ordered to proceed against the Dutch at the New Netherlands (New York), and then to land the commissioners at Boston and enforce the king's authority. The Dutch capitulated, and the expedition thus far was completely successful. The commissioners landed in Boston on Feb. 15th, 1664, and held a Court to correct whatever errors and abuses they might discover. The commissioners were composed of the following gentlemen: Col. Richard Nichols, who commanded the expedition, Sir Robert Carr, Col. Geo. Cartwright, and Mr. Samuel Maverick. The latter was living on Noddle's



RANDOLPH THREATENED.

Island (East Boston); when the colonists first settled here he, like Blackstone, and other old planters, was badly treated in Boston, and obliged to remove. These gentlemen held a commission from the king, constituting them commissioners for visiting the colonies of New England, hearing and determining all matters of complaint, and settling the peace and security of the country, any three or two of them being a quorum, Col. Nichols being one. The magistrates having assembled, the commissioners made known their mission, and added that so far was the king from wishing to abridge their liberties, that he was ready to enlarge them, but wished them to show, by proper representation of their loyalty, reasons to remove all causes of jealousy from their royal master. But it was of no avail; the word *loyalty* had been too long expunged from their vocabulary to find a place in it again; at every footstep the commissioners must have seen that whatever they effected, and whatever impressions they made, would prove but little better than footprints in the sand. The government thought best to comply with their requirements, so far, at least, as appearances were concerned. They therefore agreed that their allegiance to the king should be published "by sound of trumpet"; that Mr. Oliver Purchis should proclaim the same on horseback, and that Mr. Thomas Bligh, Treasurer, and Mr. Richard Wait, should accompany him; that the reading in every place should end with the words, "God save the King!" Another requirement of the commissioners was that the government should stop coining money; another, that Episcopalians should not be fined for not attending the religious meetings of the community, as they had hitherto been; another that they should let the Quakers alone, and let them go about their affairs. These were only a part of the requirements, but they were the principal ones. Notwithstanding a pretended acquiescence on the part of the government to the requests of the commissioners, it was evident from the first that little could be effected by the latter, from the evasive manner in which all their orders and recommendations were received. At length the commissioners



JAMES II. PROCLAIMED AT BOSTON.

found it necessary to put the question to the Governor and Council direct, "Whether they acknowledged his Majesty's Commission?" The Court sent them a message, desiring to be excused from giving a direct answer, inasmuch as their charter was their plea. Being still pressed for a direct answer, they declared that "it was enough for them to give their sense of the powers granted them by charter, and that it was beyond their line to determine the power, intent, or purpose of his Majesty's Commission." The authorities then issued a proclamation calling upon the people in his Majesty's name(!) not to consent unto, or give approbation to the proceedings of the King's Commission, nor to aid or to abet them. This proclamation was published through the town by sound of trumpet, and oddly enough added thereto "God save the King" (!) The commissioners then sent a threatening protest, saying they thought the king and his council knew what was granted to them in their charter; but that since they would misconstrue everything, they would lose no more of their labor upon them; at the same time assuring them that their denial of the king's authority, as vested in his commissioners, would be represented to his Majesty only in their own words. The conduct of Col. Nichols, at Boston, is spoken of in terms of high commendation; but Maverick, Carr and Cartwright are represented as totally unfitted for their business. But it is difficult to see how any commissioners, upon such an errand, could have given greater satisfaction; for a moment's consideration is sufficient to convince any one that the difficulty was not so much in the commissioners, as in the undertaking.

THE FRACAS AT "SHIP" TAVERN.

Sir Robert Carr gave the authorities considerable trouble, which occurred in the following manner: In those days there was a noted tavern, or ordinary, called the Ship Tavern, situated on the "opposite corner to what was called Clark's Shipyards"; and more recently its site answered to the corner of Clark and Ann Streets, at the North End. This tavern was a favorite resort of the commissioners; and,



ATTACK ON THE CAPTAIN OF THE "ROSE."

as there was a law forbidding people to be found at taverns on a Saturday evening, advantage was to be taken of this law to seize Sir Robert Carr, who, it seems, as a solace for his past vexations, resolved to have a carouse before bidding adieu to the Puritan colony, where he had previously endured so much mortification. On a certain Saturday evening he was drinking and rioting at the Ship Tavern, in company with Maverick and Temple, when a constable looked in and informed them it was the eve of the Sabbath, and desired the revellers to disperse. This injunction was answered by a shower of blows, which compelled the officer to retreat; and the party then adjourned to a private house, where Arthur Mason, another constable, found them still enjoying themselves. An altercation ensued, and Mason took very high ground, in answer, probably, to some vamping on the part of Carr, on the score of his being a representative of royalty. The constable told Carr that he would have taken away the king himself, had he found him noisy on Saturday evening in Boston. Upon this, Maverick complained to the governor, and Mason was informed against, before the grand jury, for "maliciously uttering treasonable words." The man having been found guilty, the magistrates referred the question of further proceedings to the General Court, and finally Mason was solemnly admonished by the governor. As a set-off against these proceedings, Carr was summoned to answer for riotous and abusive carriage to one of his Majesty's officers. After the return of the commissioners to England, the government continued their persecutions of the Quakers, Baptists, Episcopalians, and all others who held opinions differing from their own; the laws of England regulating trade were entirely disregarded; alleging as a reason, "that the acts of navigation were an invasion of the rights and privileges of the subjects of his Majesty's colony, they not being represented in Parliament."

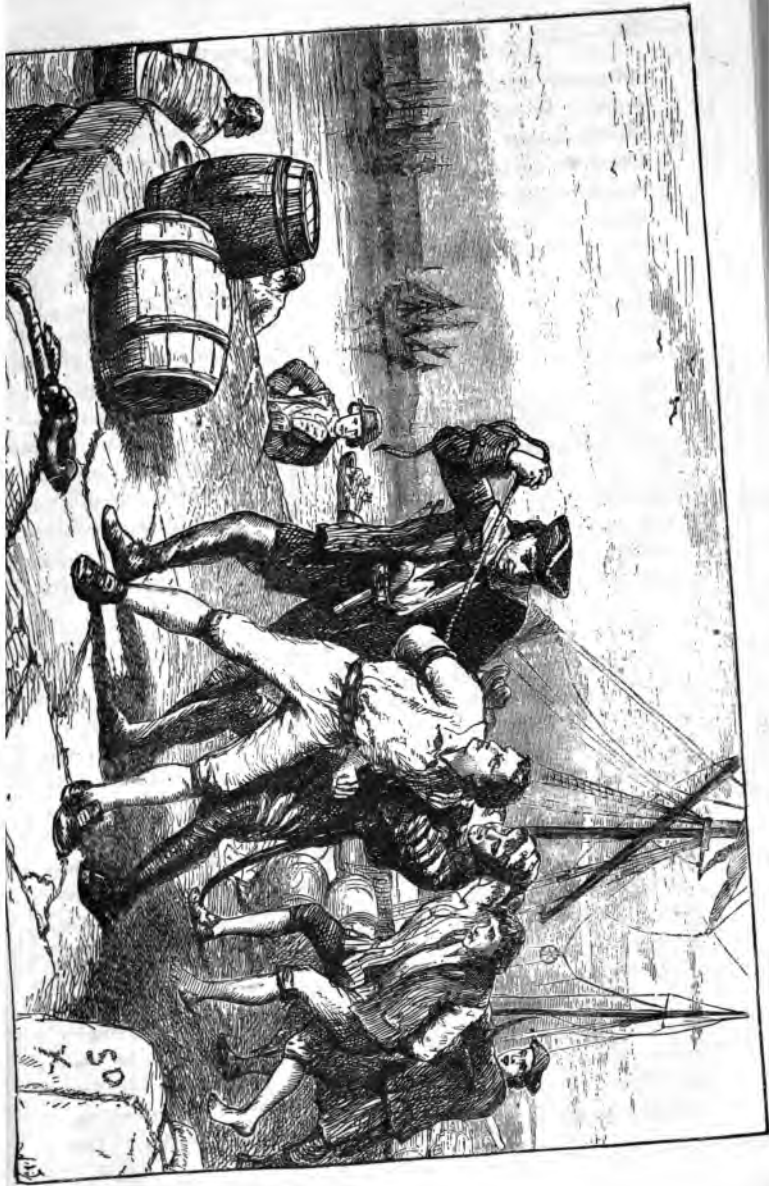
This doctrine gained strength through the next hundred years, and was successfully maintained when hostilities commenced at Lexington and Bunker Hill. Again the



king wrote to the authorities of Boston, requiring them not to molest people in their worship, who were of the Protestant faith, and directing that liberty of conscience should be extended to all. This letter was dated on July 24th, 1679. It had some effect on the rulers; but they had become so accustomed to what they called interference from England, and at the same time so successful in evading it, that to stop now seemed, to the majority of the people, as well as the rulers, not only cowardly, but an unworthy relinquishment of privileges which they had always enjoyed, and which they were at all times ready to assert, as guaranteed to them in their charter. However, there was a point beyond which even Bostonians could not go, and which after-experience proved; Edward Randolph brought the king's letter to Boston, and was required to make a report concerning the state of affairs in the colony, and see that the laws of England were properly executed; but he did not fare well in his mission. He wrote home that every one was saying they were not subject to the laws of England, and that those laws were of no force in Massachusetts until confirmed by the Colonial Legislature.

RANDOLPH THREATENED.

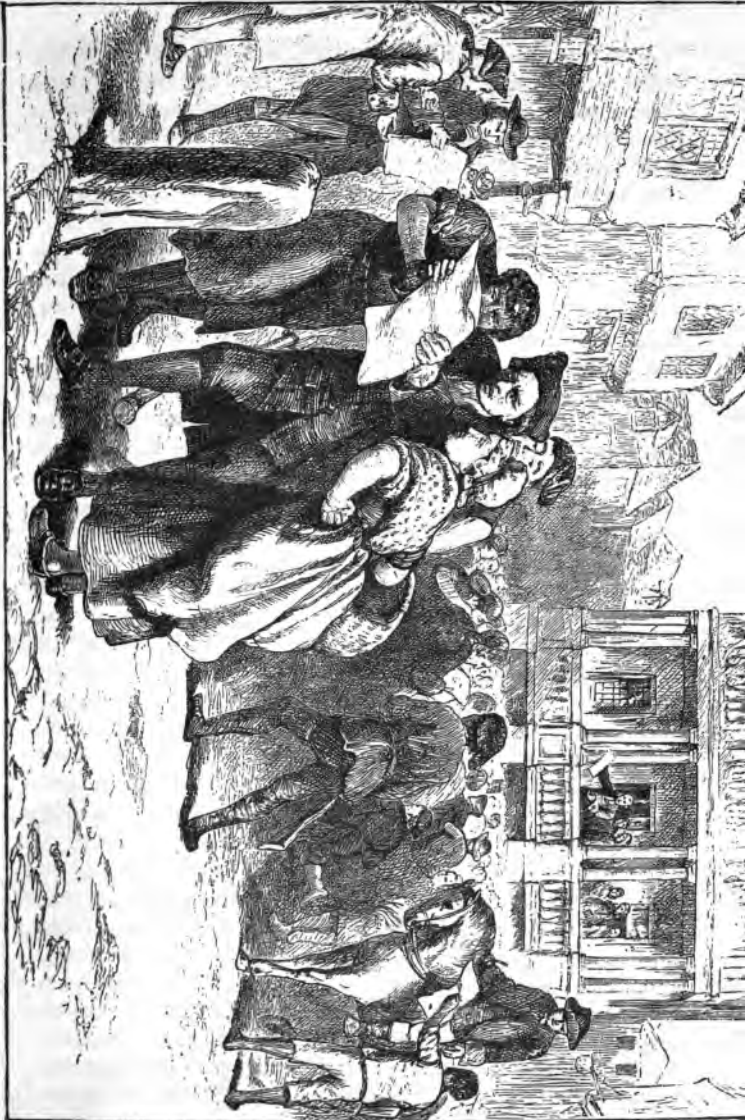
Every day made him feel more strongly against the people, who used their utmost endeavors to irritate his temper and frustrate his designs. Any one supporting him was accounted an enemy of the country. His servants were beaten, while watching for the landing of contraband goods. Going on board a vessel to seize it, he was threatened to be knocked on the head, and the offending ship was towed away by Boston boats. Randolph returned to England, reporting that he was in danger of his life; that the authorities were resolved to prosecute him as a subserver of their government. If they could, they would execute him; imprisonment was the least he expected. Well might the historian exclaim, as one actually did, "To what a state of degradation was a king of England reduced!" his commissioners, one after another, being thwarted, insulted, and



obliged to return home in disgrace, and his authority openly defied. What was the country to expect when this state of affairs should be laid before the king? A fleet of men-of-war to bring it to its duty? Perhaps some expected this; but there came instead the evil genius of the colony, Edward Randolph, bringing from the king the dreaded *quo warranto*. This was Randolph's hour of triumph; he said "he would now make the whole faction tremble," and he glorified in their confusion, and the success which had attended his efforts to humble the people of Boston. To give him consequence, and more weight, a frigate conveyed him, and lay before the town, the object of which there was no mistaking. An attempt was made, however, to prevent judgment being rendered on the return of the writ of *quo warranto*. An attorney was sent to England, with a very humble address, to appease the king, and to answer for the country, but all to no purpose. Judgment was rendered, and thus ended the first charter of Massachusetts, Oct. 23d, 1684.

JAMES II. PROCLAIMED IN BOSTON.

Charles II. died Feb. 6th, 1685, and was succeeded by James II., the son of Charles I. News of this was brought to Boston by private letter, but none to the governor as such. In one to him, however, he was told that he was not written to as governor, forasmuch as now he had no government, the charter being vacated. These events threw the people of Boston into great uncertainty and trouble, as to what they were in future to expect from England. Orders were received to proclaim the new king, which was done "with sorrowful and affected pomp," at the town-house. The ceremony was performed in the presence of eight military companies of the town, and "three volleys of cannon" were discharged. Sir Edmund Andros, the new Royal Governor, arrived in Boston, Dec. 20th, 1686, and, as was to be expected, he was not regarded favorably by the people, especially as his first act after landing was a demand for one of the meeting-houses, in which to establish an Episcopal Church. The



BOSTONIANS READING THE STAMP ACT.

Old South was accordingly seized, and occupied as such until Andros was deposed. Meanwhile the people were chafing under the intolerable tyranny of Andros, and when the news came of the landing of William, Prince of Orange, in England, it was received with great joy by the people, who had suffered enough to justify a rebellion.

ATTACK ON THE CAPTAIN OF THE "ROSE."

They immediately rose up in arms and seized upon the government. Captain George, of the *Rose* frigate, being found on shore, was seized by a party of ship-carpenters and handed over to the guard. By a simultaneous movement, the governor and his party were arrested and thrown into jail, threats of personal violence were made, and it was found necessary to guard the prisoners, lest they should be torn into pieces by the infuriated people. The insurrection was completely successful, and the result was that the resumption of the charter was once more affirmed. A General Court was formed after the old model, and the venerable Bradstreet was made governor. Nothing now seemed wanting to the popular satisfaction but favorable news from England, and that came in a day or two. On the twenty-sixth of May, 1689, a ship arrived from the old country, with an order to the Massachusetts authorities to proclaim King William and Queen Mary. This was done on the 29th; and grave, Puritanical Boston went wild with joy, and all thanked God that a Protestant sovereign once more ruled in England. This has been said by writers to have been the most joyful news ever before received in Boston.

WITCHCRAFT DELUSION.—MARTHA CORY.

May 14, 1692, Sir William Phips arrived in Boston from England, bringing with him the new charter of the province, and a commission constituting him governor of the same. Unfortunately he fell in with the people, in their delusion respecting witchcraft, and condemnation and execution followed. The delusion spread like flames among the dry leaves of autumn, and in a short time the jails in Boston

were filled with the accused. During the prevalence of this moral disease, nineteen persons in the colony were hanged, and one pressed to death. One Martha Cory, when visited in prison by Mr. Parris and other clergymen, rebuked her persecutors in language of terrible sternness, and was excommunicated before being hanged. At last this delusion came to an end, and the leaders afterwards regretted the part they had taken in it.

IMPRESSMENT OF BOSTONIANS BY KNOWELS.

In 1747, the Bostonians, ever jealous of their rights, were again called upon to assert them. Commodore Knowels, of the Royal Navy, being short of men, openly impressed sailors in the streets of the town, and thereupon there was a lively riot. The excitement ran high. Some of the English officers were seized, and held as hostages by the irate townspeople until the release of their fellow-townsmen, and the commodore was obliged to submit, and to return the impressed men, when the officers were in turn released. A shadow fell on the golden age of the colonial period when the old charter was taken away, and the colony became a province; political clouds gathered often during the long period of royal governors, but now the tempest was gathering indeed.

BOSTONIANS READING THE STAMP ACT.

The Stamp Act was passed in 1765. It decided the people, for it laid a duty on every piece of paper on which anything of value could be written or printed. The people of the colonies said, "We are not represented in Parliament; and taxation without representation is tyranny."

III.—Boston in the Revolution.

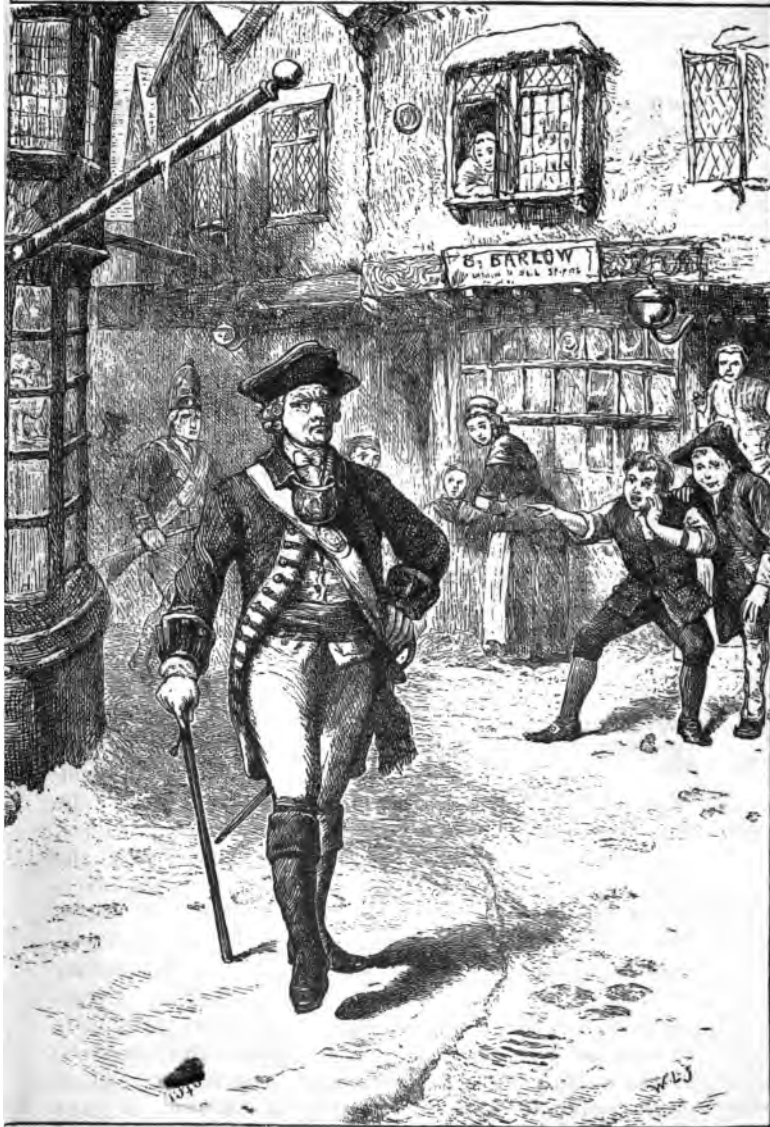
As the history of Boston is closely connected with the Revolutionary War, it will not be out of place to give a synopsis of the principal events that occurred in Boston and its vicinity that led to the struggle for independence; as Boston was foremost in opposition to the encroachments of the British Government on the colonies, and was selected as the first to experience the rigor of the mother country, when it was determined to use force to overcome the rebellious spirit that was fast growing in America.

The taxing of America was first moved in Parliament in March, 1764. The result was the Stamp Act, imposing a tax upon all notes, bonds, paper, and so forth.

Trouble soon arose between the government troops and the townspeople. The latter felt aggrieved at the Stamp Act, and other laws made by the home government without their sanction, and in which they were not represented, and they regarded the troops as being sent here to oppress and tyrannize over them.

THE OFFICER AND THE BARBER'S BOY.

This culminated in the so-called Boston Massacre, March 5th, 1770, which was brought about by a barber's boy in King Street, who saw an officer passing by, and cried after him, "There goes a mean fellow who has not paid for dressing his hair." The sentinel at the Custom House, hearing this insult, left his post, and struck the boy on the head with his musket. Another disturbance occurring, which brought together a crowd of men and boys, the soldier was pointed out by the barber's boy as being the one that struck him. The crowd threatened to kill the soldier, who called out the main guard to his assistance. They were immediately surrounded by a mob of men and boys, who began to throw missiles at



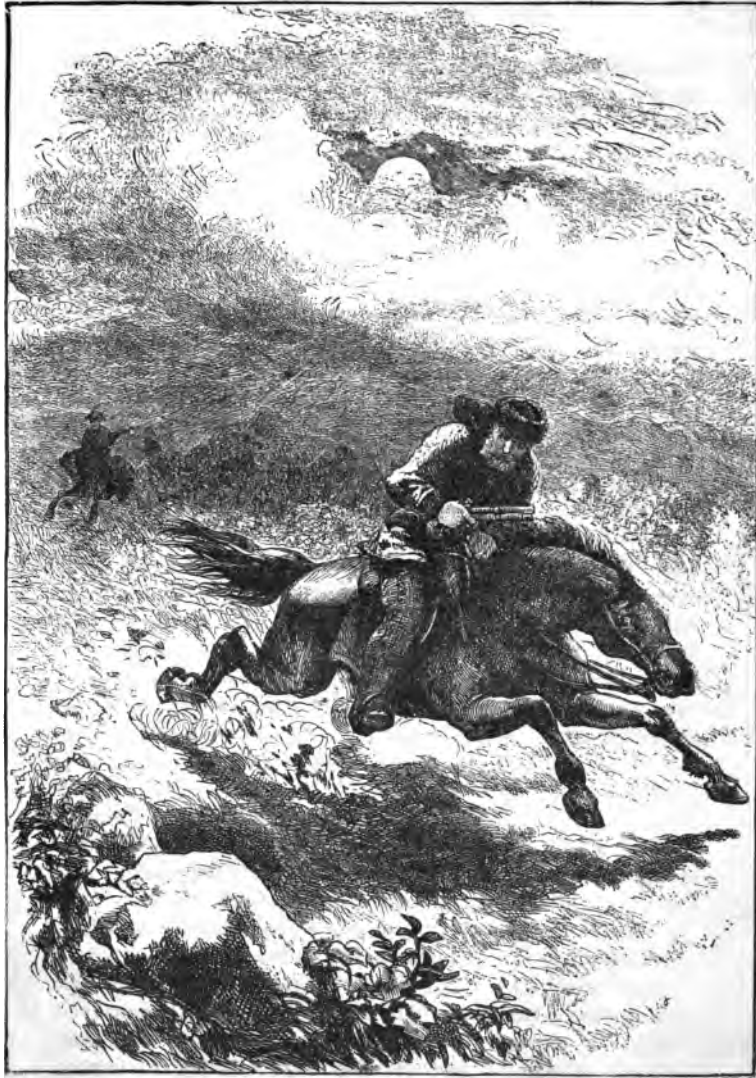
THE OFFICER AND THE BARBER'S BOY.

them, and dared the soldiers to fire. At last they did fire, and four persons were killed.

THE BOSTON TEA-PARTY.

This disturbance was still fresh in the minds of the people when the East-India Company sent several vessels to Boston, loaded with tea. The inhabitants declared that they would not pay any duty on tea imported from England; and, on the arrival of the ships, a call was made to citizens, December 16, 1773, by Samuel Adams and others, for a public meeting, at Faneuil Hall, to put into action plans already made to prevent the landing of the tea. On account of the immense crowd which more than filled the hall, a motion was made to adjourn to the Old South Church. At this meeting was made the first suggestion to dispose of the tea in the way finally adopted. John Rowe, who lived on Pond Street, now Bedford, said, "Who knows how tea will mingle with salt water?" This idea was received with great laughter and approval. It is from Rowe that Rowe St. (now a part of Chauncy St.) took its name.

A signal being given, the simulated Indians, "Mohawks," appeared precisely at the moment when negotiation had failed to prevent the landing of the tea; and when the deputation returned with their unfavorable report, late in the afternoon, the Indian yell was heard at the church door, and the disguised Mohawks, since so famous, filled the street, and made their way through Milk St. directly to Liverpool Wharf, with large accessions from the crowd of apprentice lads and idlers from the meeting of the Old South, swelling the number to more than a hundred. Some sixty went on board. Each detachment had its leader. Everything was orderly, systematic, and doubtless previously concerted. The leaders demanded of those in charge of the ships the keys to the hatches, candles and matches; which were produced. The "Dartmouth" was first visited, and relieved of her cargo of one hundred and fourteen chests.



PURSUIT OF PAUL REVERE,

The contents of three hundred and forty-two chests were thrown overboard. The women of Boston were not behind the men in their opposition to the tea-duty; for they held meetings, and resolved to make no use of it whatever.

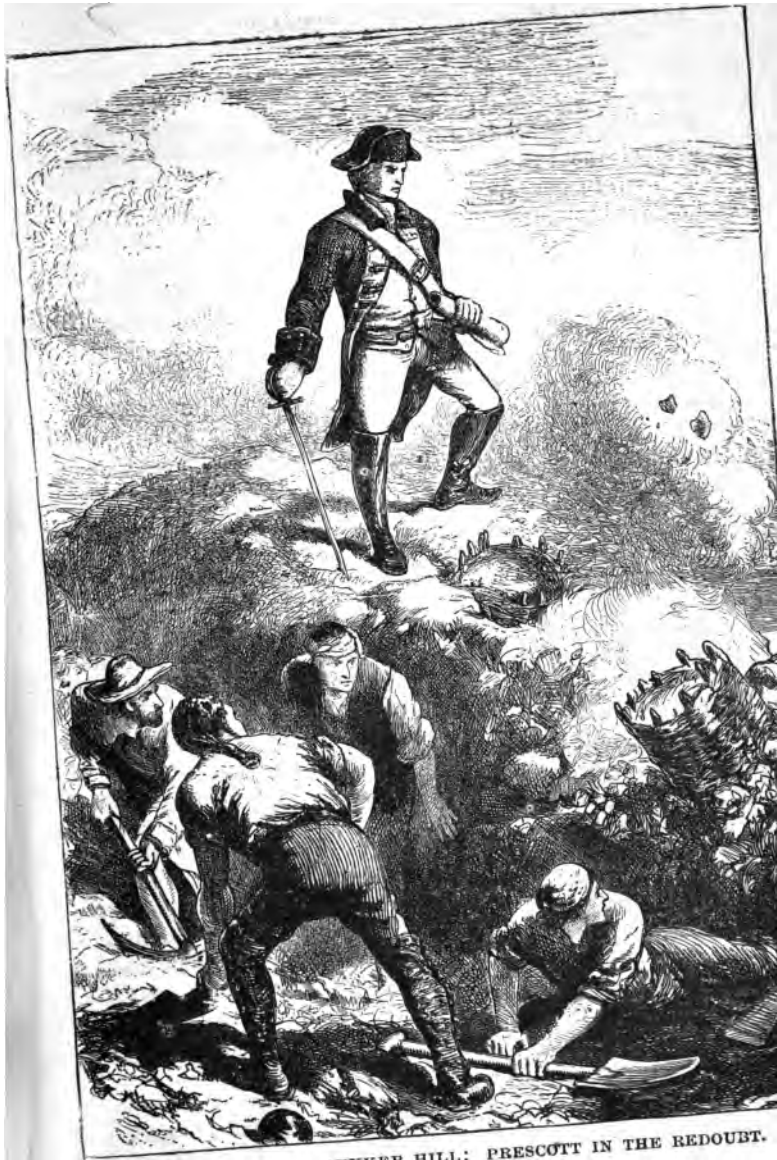
This act brought the King and Parliament to decide that their rebellious subjects in Boston should be subdued by force of arms, and troops in large numbers were then sent to Boston. On the 1st of September, 1774, two hundred troops went up the Mystic River, and took from the powder-house two hundred and twelve barrels of powder belonging to the province, and brought off two field-pieces from Cambridge.

The following year, General Gage, being informed that powder and other warlike stores were being collected at Concord, sent a detachment of eight hundred troops there to take possession of them.

PAUL REVERE'S RIDE.— BATTLE OF LEXINGTON.

On April, 18, 1775, at ten o'clock at night, the troops embarked in boats, and crossed the Charles River to Cambridge. At the same time Paul Revere rowed across the river with muffled oars, and then on horseback flew over the country roads alarming every household. He wakened the sleepers in solitary farmhouses; men started from their beds at the cry of danger, or at the clash of bells from the meeting-house. He was pursued, and, with another scout named Dawes, was captured by the British, and detained a short time. The troops at dawn of day reached Lexington, 12 miles from Boston, where they were confronted on the village green by the Lexington militia, which was ordered to disperse; but, failing to do so, the British fired on them, killing several. Upon this, the Americans returned the fire, and then dispersed in various directions.

The British gave three cheers in token of their victory, and continued their march to Concord, where they arrived at nine o'clock; and, after destroying the stores, they took up their march for Boston. But now, the alarm having spread through the country, the troops had hardly com-



THE DEFENSE OF BUNKER HILL: PRESCOTT IN THE REDOUBT.

The contents of three hundred and forty-two chests were thrown overboard. The women of Boston were not behind the men in their opposition to the tea-duty; for they held meetings, and resolved to make no use of it whatever.

This act brought the King and Parliament to decide that their rebellious subjects in Boston should be subdued by force of arms, and troops in large numbers were then sent to Boston. On the 1st of September, 1774, two hundred troops went up the Mystic River, and took from the powder-house two hundred and twelve barrels of powder belonging to the province, and brought off two field-pieces from Cambridge.

The following year, General Gage, being informed that powder and other warlike stores were being collected at Concord, sent a detachment of eight hundred troops there to take possession of them.

PAUL REVERE'S RIDE.— BATTLE OF LEXINGTON.

On April, 18, 1775, at ten o'clock at night, the troops embarked in boats, and crossed the Charles River to Cambridge. At the same time Paul Revere rowed across the river with muffled oars, and then on horseback flew over the country roads alarming every household. He wakened the sleepers in solitary farmhouses; men started from their beds at the cry of danger, or at the clash of bells from the meeting-house. He was pursued, and, with another scout named Dawes, was captured by the British, and detained a short time. The troops at dawn of day reached Lexington, 12 miles from Boston, where they were confronted on the village green by the Lexington militia, which was ordered to disperse; but, failing to do so, the British fired on them, killing several. Upon this, the Americans returned the fire, and then dispersed in various directions.

The British gave three cheers in token of their victory, and continued their march to Concord, where they arrived at nine o'clock; and, after destroying the stores, they took up their march for Boston. But now, the alarm having spread through the country, the troops had hardly com-



THE DEFENSE OF BUNKER HILL: PRESCOTT IN THE REDOUBT.

The Provincials impatiently awaited the attack of the enemy, and reserved their fire till they came within ten or twelve yards, and then began a furious discharge of small arms. This fire arrested the enemy; for they returned it without advancing, and then retreated in disorder to the place of landing. At length they were rallied, and marched up with apparent reluctance; the Americans again reserved their fire until the enemy came within five or six rods, and a second time put the regulars to flight, who ran toward their boats. They formed once more; and, having brought some cannon to bear in such a manner as to rake the inside of the breastwork from one end of it to the other, the Provincial army retreated within their little fort. The regulars now made a decisive effort. The fire from the ships and batteries, as well as from the cannon in the front of their army, was redoubled. The breastwork on the outside of the fort was abandoned, the ammunition of the Provincials was expended, and few of their arms were fixed with bayonets; they kept their enemy at bay for some time with the butt-end of their muskets, until the redoubt was half filled with regulars, when the order to retreat was given.

The retreat of their little handful of brave men would have been cut off had it not happened that the flanking party of the enemy, which was to have come upon the back of the redoubt, was checked by a party of the Provincials, who fought with the utmost bravery, and kept them from advancing farther than the beach.

It must be acknowledged that the regulars evinced a courage worthy of a better cause; but all their efforts were insufficient to compel the Provincials to retreat, till the main body had left the hill. The loss of the New England army was one hundred and forty-five killed and missing, and three hundred and four wounded. Thirty of the first were wounded and taken prisoners. Among the dead was Major-General Joseph Warren, and Colonels Gardner and Parker afterward died of their wounds. The British loss was ten hundred and fifty-four, according to the official return. Of these, two hundred and twenty-six were killed, includ



DEATH OF MAJOR PITCAIRN

ing nineteen officers, among whom was Major Pitcairn, and eight hundred and twenty-eight wounded.

General William Howe had command of the British troops on Bunker Hill. He said to his men before marching to the hill, "I shall not desire one of you to go a step farther than where I go myself at your head;" and, true to his word, he led his men into the entrenchments.

The American force was commanded by General Putnam, Colonel Prescott, and General Warren. When the Americans were driven back, Warren was the last man to leave the works. He was a short distance from the redoubt when a musket ball passed through his head, killing him instantly. He was left on the field; for all were flying in the greatest confusion, pursued by the victors, who remorselessly bayoneted those who fell by the way. His body was identified the morning after the battle, and he was buried where he fell and the place marked.

General Washington took command of the American forces at Cambridge, July 2, 1775, to where they retreated after the battle of Bunker Hill; and every pass to Boston was effectually guarded, and the town placed in a state of siege. On the night of March 4, 1776, Washington took possession of Dorchester Heights, a part of which is now known as South Boston. On these heights earthworks were thrown up during the night, and in the morning the British found the enemy entrenched in a strong position, both for offence and defence, and which virtually commanded the town.

A fortunate storm prevented the execution of General Howe's plan of dislodging the Americans; and by the 17th of March his position in Boston became so critical that an immediate evacuation of the town became imperatively necessary. An understanding was arrived at by which the British were to leave the town without destroying it, provided they were not molested in the evacuation. The British fleet, on which were many of the most prominent and wealthy people of Boston, Loyalists, sailed before noon of that day, and General Washington marched triumphantly



into the town over the Neck. The British fleet anchored down the harbor, where they caused considerable damage, destroying farm produce and buildings on the islands and mainland.

Washington erected earthworks on Long Island Head, and about six A.M., June 13, 1776, the cannon began to play upon the fleet at anchor in Broad Sound, which caused them to weigh anchor and make the best of their way out of the harbor. As they passed Point Allerton, they received a parting compliment of shot from the artillery on Nantasket Hill (the earthworks can still be seen near the signal-station at Hull); then, after sending a party ashore and destroying the lighthouse, the entire fleet set sail for Halifax, where many of the Loyalists from Boston settled, never to return to their homes again; their property being confiscated by the Continentals. The recovery of Boston by the Americans was the first triumph gained in the great struggle for liberty.

It is not easy to realize the great changes which have taken place in Boston since the War of Independence. The population at the peace of 1783 was only a little over 12,000. By the census of 1791 there were about 18,000 inhabitants, with 2,376 houses. In 1800, there were 25,000; in 1820, 43,000; in 1840, 85,000; in 1860, 177,000; in 1870, 250,000; in 1880, 364,938, with 41,044 houses.

The growth of Boston was slow, owing in part to the great number of young men who went forth to all parts of New England to seek larger fields of operations. But it has from the first been the home of some of America's wisest and bravest men.

In 1784 considerable feeling was manifested by the citizens of Boston for a change in the town affairs, and having an incorporated city in place of a town government. This was most strenuously objected to by a large majority of voters; and it was not until January, 1822, that a vote of the town was carried in its favor, by a majority of nearly 7,000 out of about 15,000 votes, their preference for a city government.

IV.—Common, Parks, and Public Squares.

BOSTON COMMON.

After the territory of Boston was purchased of Mr. Blaxton, by the corporation of colonists that settled it, the land was divided among the several inhabitants by the officers of the town. A part of it was set off as a training field and a common ground, subject originally to further division, in case such a course should be deemed advisable. In 1640 a vote was passed by the town, that, "with the exception of three or four lotts to make up ye streete from Bro. Robert Walkers to ye Round Marsh, no more land should be granted out of the Common;" since which time, by legislative action, the right to alienate any portion of the Common was expressly withheld from the City Government. The area of the Common is now nearly forty-eight acres. Previous and long subsequent to this the Common was also the usual place for executions. Four persons were hanged for witchcraft between 1656 and 1660. Murderers, pirates, deserters, and others were put to death, under the forms of law, upon the Common until (1812) the Selectmen issued an order that no part of the Common should be granted for such purpose. It is probable that on more than one occasion a branch of the great elm was used as the gallows.

This ancient landmark was for many years one of the most celebrated objects of historical interest in the city of Boston. It was of great size, measuring twenty-four feet in circumference near the ground. Very little is known of its age; but its existence has been traced back beyond the limits of the oldest tradition. It was fully grown in 1722, and is believed to have been nearly one hundred years old when first seen by the white men. Its destruction occurred during a severe storm in the month of February, 1876.

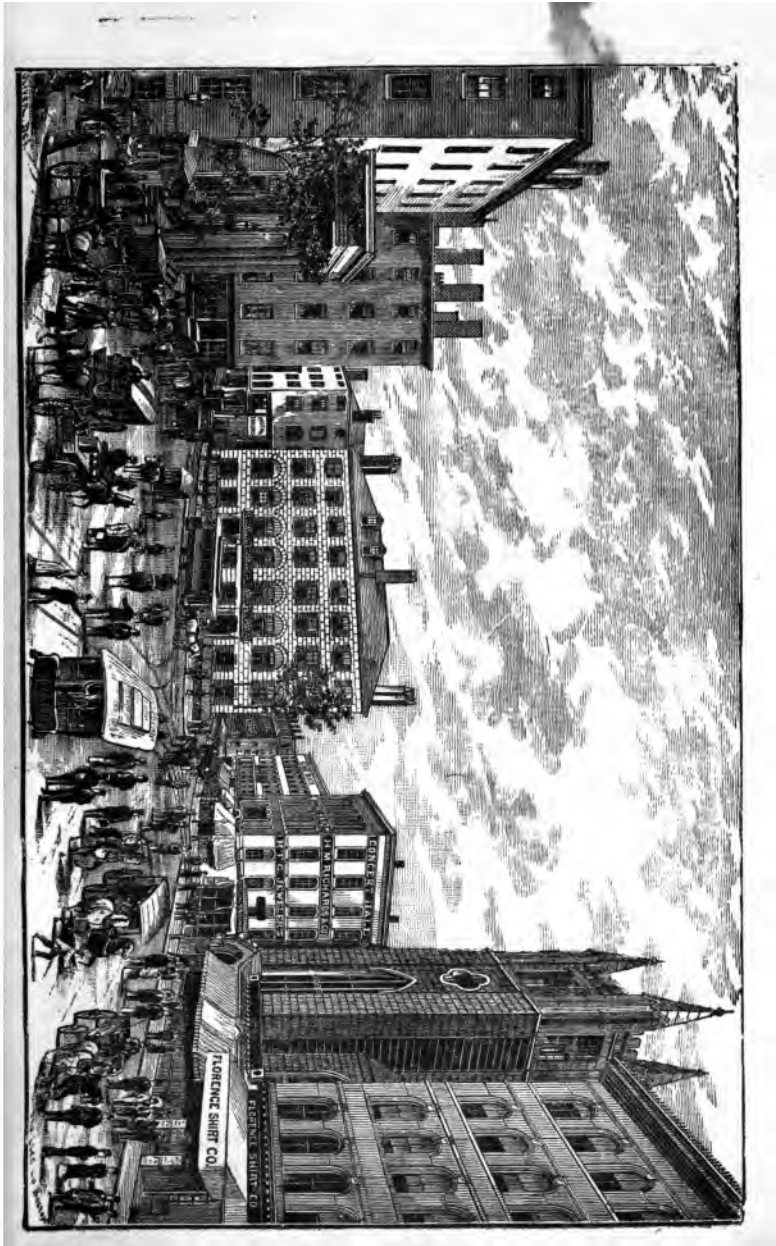
Near this famous tree was the scene of a lamentable duel, in 1728, that resulted in the death of a very promising young man. The site of the old elm is now partly occupied by two young elm-trees. The old tree was the oldest known tree in New England, and was large enough to find a place on the map engraved in 1722; and on one of its branches broken off by the gale of 1860, could be counted nearly two hundred rings, carrying the age of that branch back to 1670.



THE OLD ELM.

Great care was taken of this old tree, and the limbs were secured by braces, iron bands and bars; but the September gale of 1869 nearly destroyed it, taking off one great branch that was forty-two inches in circumference. The venerable tree was blown down in 1876.

The Frog Pond was, probably, in the early days of Boston, just what its name indicates. The enterprise of the early inhabitants is credited with having transformed it into a real artificial pond. This pond was the scene of the formal



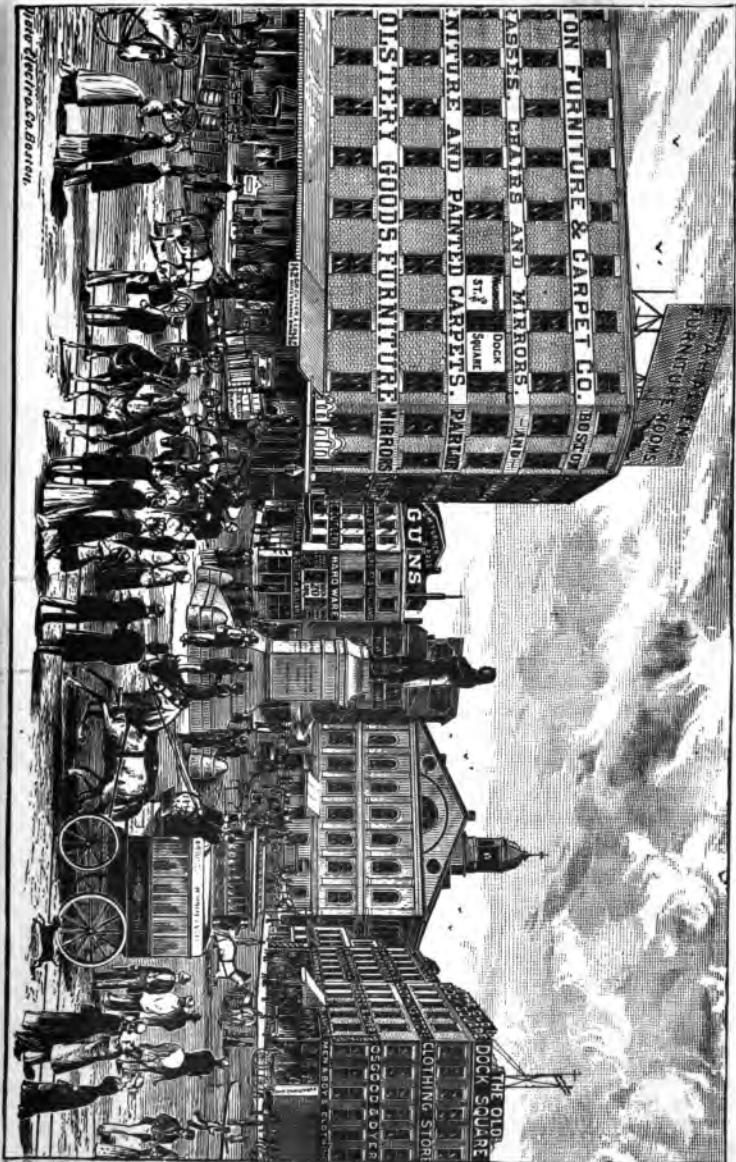
introduction of the water of Cochituate Lake, in Boston, on the 25th of October, 1848.

The Brewer Fountain is one of great beauty, and attracts much attention,—a gift to the city by the late Gardner Brewer, Esq., one of Boston's prominent merchants. The water began to play for the first time on June 3, 1868. It was executed for the Paris World's Fair of 1855, when it was awarded a gold medal. The great figures at the base represent Neptune and Amphitrite, Acis and Galatea. The fountain was cast in Paris, and was procured, brought to this country, and set up, at the sole expense of the public-spirited donor. Copies in iron have been made for the cities of Lyons and Bordeaux, and an exact copy in bronze of the fountain on the Common was made for Said Pacha, the late Viceroy of Egypt.

On Flag-Staff Hill may be seen the Soldiers' Monument, the shaft of which is of white Maine granite, and reaches a height of over seventy feet. Mr. Martin Milmore, of Boston, was the sculptor. Near the Boylston Street mall is a deer park, with a high, wire-grating enclosure, where quite a number of contented deer can be seen grazing.

The Public Garden is now one of the great attractions and a popular place of resort,—with its beautiful flower-beds, plants, grass-plots, shrubbery, and closely-clipped lawns, with a pretty pond in its midst, which in summer has quite a number of gayly-canopied pleasure boats sailing on its surface. An iron bridge, with granite piers and imposing designs, spans it; and the pleasant, winding walks along its margin, and the seats under the trees, are much sought after. On the Arlington Street side, passing over the bridge, the graceful statue of Venus rising from the sea may be seen; also, the artistic and striking statues of Washington, bronze statue of Edward Everett, and one to the discoverer of anæsthetics. Our space will not allow us to give full and explicit descriptions of these beautiful works of art.

The need of a grand public park, of generous proportions and on an elaborate scale, has long been felt; and though



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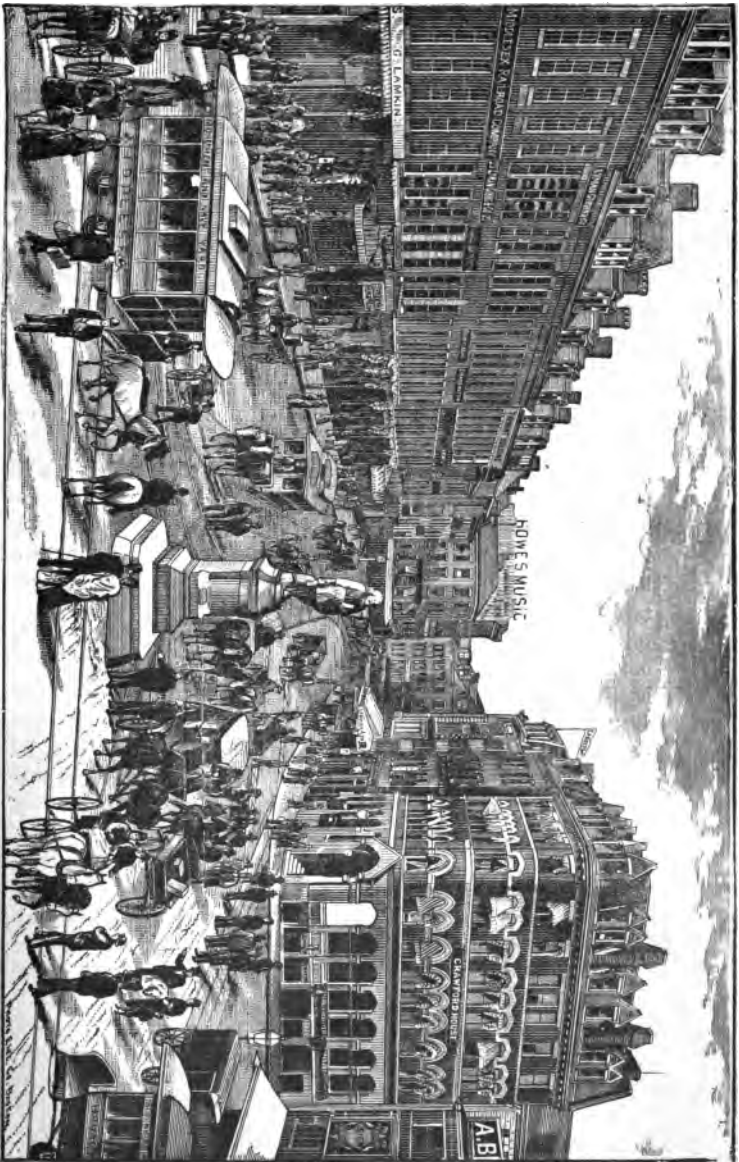
the question has been agitated for a number of years, but little was effected until the Legislature, in 1875, passed an act granting the city leave to purchase land for a park or parks. This act being accepted by the people, commissioners were appointed to locate one or more parks, on certain conditions. In 1877 the City Council authorized the Park Commissioners to purchase not less than one hundred acres of land or flats in the Back-Bay district, at a cost of not over ten cents per foot, and authorizing a loan of \$450,000 for the expenditure. In February, 1878, the Commissioners were authorized to make further expenditures: \$16,000 more for land, and \$25,000 for filling, grading, surveying, and laying out the said park. The park will be bounded on all sides by public avenues, and will occupy a portion of the area between Beacon Street, Brookline Avenue, Longwood Avenue, and Parker Street, with entrances on each. In the city proper there are quite a number of small parks, that are frequented chiefly by residents in their immediate neighborhood. At the South End are Franklin Square, Blackstone Square, each having a fountain, shade-trees, with an area of a little more than two acres; Worcester Square and Chester Square, containing about one and a half acres, are modest parks, with road-way on each side lined with fine residences.

In South Boston there are two parks: one on Telegraph Hill is known as Thomas Park, and the other as Independence Square, attractive on account of the superb views they command of Boston and the harbor.

The largest squares in East Boston are Central Square and Belmont Square, containing about three-quarters of an acre each; and the smaller parks of Putnam Square, Prescott and Maverick Squares. Through the annexation, Boston became possessed of several local squares, which had received much attention from the old municipalities.

In the Dorchester district, the principal park or square, as it is called, is on Meeting-House Hill. Here stands the soldiers' monument.

In the Charlestown district, the largest park or square is



VIEW OF SCOLLAY SQUARE.

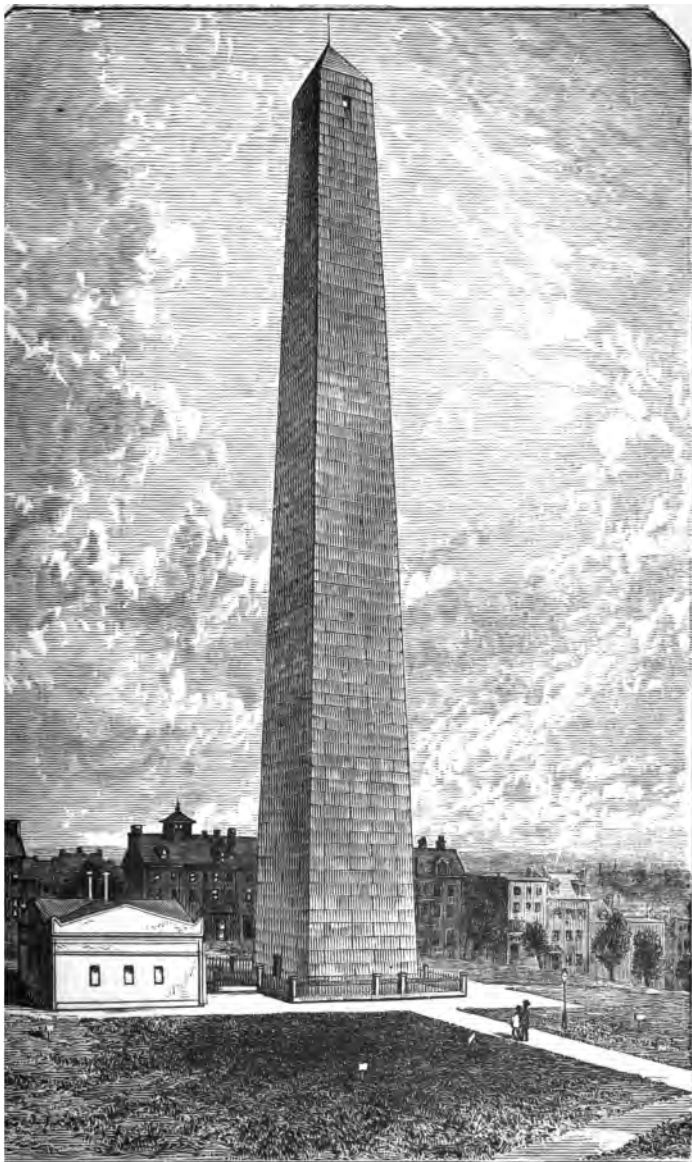
near the Neck, and known as Sullivan Square. Winthrop Square has the soldiers' monument. One of the oldest squares is that of City Square, enclosed by an iron fence.

MONUMENT SQUARE AND BUNKER HILL MONUMENT.

Bunker Hill Monument, in Charlestown, is one of the great attractions for strangers, and the most interesting spot that revolutionary history can boast of. Its prominent position on the top of Breed's Hill, in the centre of Monument Square, renders it one of the most conspicuous objects of view on entering the city.

The Monument is two hundred and twenty-one feet high, and contains over 6,700 tons of Quincy granite; the base is thirty feet square, and this immense shaft tapers gradually to fifteen feet at the apex; the capstone of which is one stone weighing two and one-half tons. The inside is a hollow cone, with a spiral flight of two hundred and ninety-five stone steps leading up to a chamber eleven feet square and seventeen feet high, with four windows, from which a magnificent view of the entire country can be had on a clear, fair day. The corner-stone was laid June 17th, 1825, by General Lafayette, and the oration was delivered by Daniel Webster. The cost of the Monument was \$150,000; on its completion it was dedicated June 17th, 1843, Daniel Webster again officiating as the orator, President Tyler and his cabinet being present. The Monument is in charge of the Bunker Hill Monument Association.

A modest slab at its base marks the spot where General Warren was killed



BUNKER HILL MONUMENT.

THE crooked ways and mixed-up streets of Boston, especially in the older part or business portion of the city, are a source of much inconvenience and annoyance to strangers; but to the Bostonian they have a peculiar charm. Within a few years, however, much has been done in changing, widening, and straightening them, at a heavy expense to the city. Many of the crooked streets have been made comparatively straight; so now, with the aid of a map of the city, but very little trouble is experienced in going from one part to another.

Many of the streets of old Boston were named for London streets. The citizens, soon after the Revolution, were not slow in changing the most obnoxious; giving the name of State Street to King Street, and Court Street to Queen Street. Hanover Street, although a reminder of a detested house, was not changed. Dock Square was so called on account of its being known as the place around the dock; Federal Street was Long Lane; Boylston Street, Frog Lane; Devonshire Street, Pudding Lane; Bowdoin Street and Square were named after the Governor. The square was the seat of many elegant residences, with fine gardens and shade-trees. Chardon Street was named for Peter Chardon, an eminent merchant who lived on the corner where the Bowdoin-Square Church now stands; Leverett Street, after the famous old Governor John; Winter Street, formerly Bolt's Lane, is now designated with Temple Place, the "ladies' streets," as the stores are exclusively for ladies' trade, and the street is filled with ladies on pleasant days. Washington Street has always been one of the main thoroughfares. It was first called Broadway, then Broad Street. Tremont Street is also a prominent street, leading into Scollay Square; the square taking its name from John Scollay, a prominent merchant, which, in the **olden times**, was a very aristocratic neighborhood.

V.—Public Buildings.

In calling attention to our public buildings, the list should properly be headed by the magnificent City Hall, situated on School Street, which is the most perfect specimen of architecture in this city. This building was completed and dedicated on the 18th of September, 1865, and its actual cost was more than a half a million of dollars, although the sum originally asked for and appropriated was \$160,000. It is built of the finest Concord granite, and the interior is equally as perfect in its arrangement as is the exterior in its beauty and richness. The dome is the central point of the fire-alarm telegraphs. An alarm from the most distant part of the city is communicated instantaneously to the watchful operator, who is on duty day and night; and, almost before the alarm has done its work, the bells in all parts of the city are tolling out the number of the district in which a fire has been discovered, and the engines summoned to extinguish it are proceeding at full speed toward it. On the lawn in front of the City Hall stands the bronze statue of Benjamin Franklin, eight feet in height, at a cost of nearly \$20,000; also, the fine statue of Josiah Quincy (which was unveiled in October, 1879), one of the earliest and most energetic mayors of Boston. This statue is by Thomas Ball.

Another fine specimen of architecture is the Horticultural Hall, on Tremont Street, erected by the Massachusetts Horticultural Society. The lower floor is occupied for business purposes; and above are two halls, not very large, yet adapted not only to their original purpose for the meetings and exhibitions of the society, but for parlor concerts, lectures, social gatherings, and fairs. The series of Sunday-afternoon's lectures delivered in this building during the winter, for several years, were very popular.

On the opposite corner of Bromfield Street stands the Studio Building. The lower floor is occupied by six large stores, while above is a perfect hive of artists, which is considered the headquarters of the artists of Boston, where receptions are given, to which the public are invited.

Masonic Temple, corner Boylston and Tremont Streets, is a magnificent building, of seven stories, built of very fine granite, and with the exception of the ground floor and basement is used exclusively for masonic purposes. There are three large halls for meetings on the second, fourth, and sixth floors, finished in the Corinthian, Egyptian, and Gothic styles; on the intermediate floors are ante-rooms, small halls, and offices; while on the seventh story are three large banqueting halls.

The Odd Fellows' Hall is an elegant and imposing building, completed in 1872, on the corner of Tremont and Berkeley Streets, four stories high; the street floor and basement are occupied by stores. The largest halls are in the fourth story; one 54 x 94 feet, and 23 feet high in the clear; and the other a banquet hall, 26 x 110 feet. Both these halls have large ante-rooms. Other halls with side rooms are in the third story; while portions of the second stories are devoted to offices and a large hall, from which rent is received.

The Boston Museum of Fine Arts, corner of Dartmouth Street and St. James Avenue, is one of the great attractions of the city. The main entrance has a rich and attractive appearance, with its white-marble steps and polished granite columns. The rooms on the first floor are devoted to statuary and antiquities; the second floor, to paintings, engravings, and productions of industrial art. In the Egyptian room is a valuable and interesting collection of Egyptian antiquities, presented to the Museum by Charles Granville Way. The first Greek room contains a large variety of casts of the oldest Greek sculptures, antiquities from the Island of Cyprus, lots of vases, and many other objects of interest, which our space will not permit us to give in detail.

The United States Post-Office and Sub-Treasury Building is one of the most imposing public edifices in New England, occupying the entire square bounded by Water, Devonshire, and Milk Streets, and Post-Office Square, fronting on the Square. Only one-half of the building is as yet completed, which has been occupied since 1875; the Post-Office department occupying the entire ground floor and the basement, while the Sub-Treasury occupies the larger portion of the second story. The United States Court rooms and offices and the Internal Revenue offices will occupy the second floor of the new wing. The present is the first post-office building in this city owned by the Government. The cost when completed is estimated at about \$4,000,000, making Boston second to New York only in regard to American post-offices; and it has been estimated that the net revenues of the post-office department for Boston alone, during the time of its construction, have been more than enough to pay for it.

The United States Court-House, corner of Tremont Street and Temple Place. This was the first building erected on the site of the old Washington Garden, for the Masonic order, in 1832, as a Masonic Temple, and was occupied by them for a number of years, and afterwards sold to the Government. The walls are of Quincy granite; and there are two towers, sixteen feet square, and ninety-five feet high, surmounted by battlements and pinnacles. There are five stories, and the rooms are lighted by long, arched windows.

The United States Navy Yard, in the Bunker Hill district, is one of the interesting localities of Boston well worth visiting. Passes are issued to visitors, on application at the gate. It comprises over eighty acres of land, and is enclosed on the land side by a high stone wall. There are several wharves, and a substantial sea-wall on the water-front. The granite dry dock, three hundred and forty-one feet long, eighty feet wide, and thirty feet deep, cost over \$677,000. The old frigate "Constitution" was the first vessel docked here. There is a museum called the "Navy Library and Institute;" a granite rope-walk, 1,361 feet long;

machine-shops employing some 2,000 men; buildings for the storage of timber and naval stores; ship houses, marine barracks, a magazine, and arsenal; a parade-ground; parks for cannon and shot; dwelling-houses for the commandant and various officers of the yard. This yard was established some eighty years ago, when the land could be purchased for only \$40,000. A number of vessels of the old navy were built here, including the "Cumberland," "Virginia," "Vermont," and "Independence."

The State House, standing on the summit of Beacon Hill, facing the Common, occupies one of the most prominent positions; and no view of the city could be had without exhibiting the dome of the State House as the central point of the back-ground. The land on which it stands was formerly Governor Hancock's cow pasture, which was purchased of his heirs, and given to the State. The dome was gilded in 1874. The building was first occupied by the General Court in 1798, when the old State House was given up for this purpose. There are many points of interest for strangers in and about the State House. The fine statues of Daniel Webster and Horace Mann, on either side of the approach to the building; while within the Doric hall or rotunda may be seen the excellent statue of Governor Andrews, the fine statue of Washington, busts of the patriot hero Samuel Adams, President Lincoln, and Senator Sumner; behind glass protectors, the battle flags borne by Massachusetts soldiers in the late Rebellion. Then, in the Hall of Representatives, we find the ancient codfish suspended from the ceiling,—an emblem of the bygone importance of the cod to the State, as regards its Massachusetts industry; while in the Senate Chamber can be seen relics of the olden time, and portraits of distinguished men. For a magnificent view of Boston and the surrounding country, the stranger should ascend a flight of one hundred and seventy steps, to the cupola that surmounts the gilded dome, which rises some thirty feet from its pediment, and is fifty feet in diameter. This is free to all when the Legislature is not in session; a register is kept below for the pur-

pose of entering the names of visitors, which number about 50,000 per annum. At the head of State Street stands the old State House, which has been subject to so many changes and alterations that there is hardly any indication of its original appearance left; still, it remains one of the historical landmarks, and is threatened by the business improvement. This building, the site of which was one of the earliest market-places of the town, was built in 1748. It has not only been used as a Town House, City Hall, and State House, but also for the courts and legislation of the colony and of the provincial council; in 1768, as a barrack for British troops; in 1838, for the United States Post-Office; and later, by the Merchants' Exchange. In 1776, the Declaration of Independence was read from the balcony. It is now occupied for business purposes, and is leased from the city.

Other prominent public buildings are the Custom House, corner State and India Streets, which was ten years building, costing the United States Government over \$1,000,000, and is fire-proof throughout; the County Court-House, fronting on Court Street. Many of the city and county courts are held here. On the second floor is the Social Law Library. In the basement is the city "lock-up" for temporary accommodation of prisoners.

The Probate Office, on the west side of Court Square, close to City Hall. It is estimated that the entire wealth of Boston passes through the office about once in thirty years. The Registry of Deeds for Suffolk County is on the floor above.

The correctional institutions are on Deer and Rainsford Islands in the harbor; the House of Industry, the pauper institutions, and the House of Reformation for Girls; while at South Boston we have the House of Correction, and adjoining it the Lunatic Asylum.

THE NEW ENGLAND HISTORIC GENEALOGICAL SOCIETY

is located at No. 18 Somerset Street, has a library of over 14,000 volumes, and about 50,000 pamphlets; also a small collection of antiquities. The chief object of this society is the study of and publication of the genealogical and historical facts about New England and her people; and the result has been perfectly satisfactory. The building now occupied was dedicated in 1871, and cost about \$40,000, all of which was paid by subscriptions. The library and collection are open freely to the public, and are in constant use by students of history. The society has about four hundred members, and was founded in 1844. Each member, after his election, gives a written account of his descent. Benjamin B. Torrey is the treasurer, and John Ward Dean the librarian.

THE BOSTON PUBLIC LIBRARY

is situated on Boylston Street, opposite the Deer Park, on the Common, is the pride of the city, and with its branches is one of the largest libraries in America. Its advantages are free to all, and no assessment of any kind is made upon those who make use of its privileges. Citizens and residents of Boston only are allowed to take books out of the building. It is conducted also on the most liberal principles. If a book is called for not in the library, and it can be purchased, it is ordered at once, and the party making the inquiry is notified when it is received. This immense library has been the collection of the past twenty-five years. Soon after the institution was actually established, and the board of trustees were fully organized, Joshua Bates, Esq., a native of Massachusetts, but at the time of the house of Baring Brothers & Co., of London, gave to the city the sum of fifty thousand dollars, the income of which he desired to be expended in the purchase of books; and subsequently, fifty thousand dollars' worth of books. The upper hall of the library building, in compliment to him, has been named Bates Hall. Many of our

wealthy and generous-hearted men and women, by their liberal bequests and donations, have created a permanent fund of the public library to one hundred and five thousand dollars. The building is of brick, and sandstone trimmings; has two lofty stories and basement. On the first floor are an entrance-hall, distribution room, lower library room, and two large reading-rooms. On the second floor, Bates Hall, most of the books are stored in sixty alcoves and six galleries. The library, consisting of eight branches, contains over 360,000 volumes, and is supported by the city's annual appropriation of \$120,000 or more. About 1,300,000 issues a year are now recorded, and an average of only one book is lost out of every 9,000 delivered. The central reading-room, supplied with all the principal American and foreign periodicals, is open every day in the week. The library also contains a number of interesting and valuable manuscripts, antiquities, and works of art. The present building was completed in 1858, at a cost of \$365,000.

OTHER POINTS OF INTEREST IN BOSTON.

- Boston College, Harrison Avenue.
- Chauncy Hall School, Boylston and Clarendon Streets.
- (City Hospital, Albany and Concord Streets.)
- (Consumptives' Home, Dorchester District.)
- County Court House, Court Square.
- Custom House, State Street and Merchants Row.
- English High and Latin School, Warren Avenue and Dartmouth Street.
- Girls' High and Normal School, West Newton and Pembroke Streets.
- (Massachusetts General Hospital, Blossom Street.)
- Massachusetts Institute of Technology, Clarendon and Boylston Streets.
- Old State House, Washington and State Streets.
- (Theological Library, 12 West Street.)

Young Men's Christian Association, Tremont and Eliot Streets.

Young Men's Christian Union, Boylston Street, near Tremont.

STATUES.

Andrew, Doric Hall, State House.

Aristides, Louisburg Square.

Columbus, Louisburg Square.

Emancipation Group, Park Square.

Ether, in the Public Garden.

Everett, in the Public Garden.

Franklin, front of City Hall.

Glover, Commonwealth Avenue.

Hamilton, Commonwealth Avenue.

Mann, front of State House.

Quincy, front of City Hall.

Sumner, in the Public Garden.

Washington, in the Public Garden.

Webster, front of State House.

VI.—Churches.

THE FIRST CHURCH SOCIETY (CONGREGATIONAL UNITARIAN).

The Rev. John Wilson was the first regular ordained minister who came over with the colonists; but the meeting-house was not built until 1632. It was very small and very plain, and stood on the spot where Brazier's Building now stands, near the Old State House in State Street. In 1640, the society occupied a new and much larger building, standing on the site occupied by Joy's building, on Washington Street, near the head of State Street. In 1808 the society sold this building to Benjamin Joy, who erected Joy's building, which is now being demolished to make room for needed improvements; and the society again moved, this time to Chauncy Street, to an old wooden meeting-house, which, after standing for seventy-one years, was destroyed by fire, in 1711, and was then rebuilt of brick. This was afterwards sold in 1868, and it was occupied as a dry-goods jobbing-house until 1880. Then the church was demolished. The society making another move, built a beautiful edifice upon the Back Bay land, at the corner of Berkeley and Marlborough Streets.

BRATTLE-SQUARE CHURCH.

This church was built in 1699, in Brattle Square, and was long known as the Manifesto Church, its members having published a document declaring their aim and purposes. While adopting the universal belief of the Congregational churches of their time, they allowed the right of difference of belief among the members. What Congregational churches were to those ruled by ecclesiastical superiors or

by convocations, the individual member of the **Manifesto Church** was to be to the members of other Congregational churches, and the distinction between church and congregation was abolished. The original church was taken down in 1772, and the building demolished a few years ago, was erected on the same spot, and dedicated July 25, 1773. During the Revolution, services were suspended, and the building was occupied by the British soldiers as a barrack. A cannon ball from a battery in Cambridge struck the church, and was afterwards built into the front of the building, as a memento. The late Edward Everett was one of the eminent clergymen who had been pastors of this church. The old church was sold in 1871, and a new church was built on the Back Bay, on Commonwealth Avenue.

BOWDOIN-SQUARE BAPTIST CHURCH.

The present site of the Bowdoin Square Baptist Church was purchased in 1839, of the Hon. Theodore Lyman, for \$20,000, being 100 feet 9 inches on the Square, and 300 feet on Chardon Street. The corner-stone of the church was laid on the seventh of April of the following year, with appropriate ceremonies. A silver plate containing the names of the Baptist churches in the city and their pastors, and a record of the circumstances of the laying of the corner-stone, were placed under it. The house was erected under the architectural direction of Richard Bond, Esq. It was dedicated on the 5th of November, 1840. The house is ninety-eight and one-fourth feet in length, including the projection of the tower, by seventy-three and one-half feet in width. The tower projects ten feet from the main building, is twenty-eight feet square, and one hundred and ten feet high. The entire cost, including the furniture and organ, was something more than \$70,000. Notwithstanding the desirableness of the location, it was only after considerable effort that a sufficient number could be induced to sever their connection with the other churches in the denomination, to render it expedient to proceed. A meeting was

finally held in the vestry of the church to consider the matter, in September, 1840. Articles of faith and a covenant were read and approved. Fifty-three brethren and eighty-one sisters formally resolved to unite with the new church. Its pulpit was rather indifferently supplied up to July, 1841, when Rev. R. W. Cushman, of Philadelphia, was installed as its pastor.

In the winter of 1841-42, Elder Knapp, an evangelist of considerable ability, conducted a revival service there, which was attended with great success, but closed in a most unfortunate manner. He had a style peculiar to himself, and stirred up a great religious fervor. The Universalists were made a particular object of attack by him. One expression which he made use of in reference to them was, that "A Universalist could no more enter the kingdom of heaven than a fish could climb a liberty-pole tail foremost." For weeks the church was packed to hear the revivalist; and one night some boys, bent on mischief, threw a brick through one of the church windows. The elder's vigorous style had stirred up considerable feeling, and this was the signal for its breaking out. The square was packed with people, and the Mayor called out the Lancers to disperse them, which was done without bloodshed. Elder Knapp made his escape from the rear of the building to the residence of the late Asa Wilbur, who was a deacon of the church. The mob followed, and were addressed by Mr. Wilbur, who was a perfectly fearless man, when they dispersed with three cheers for "Deacon Wilbur." The present membership of the church is four hundred. Joseph Story, Esq., is Superintendent of the Sunday-school, which has six hundred scholars. The pews are free. Its Sunday-evening services are particularly interesting and well attended.

THE FIRST PARISH CHURCH, MEETING-HOUSE HILL,
DORCHESTER.

The First Parish Church (Unitarian), Meeting-House Hill, Dorchester district, is the oldest religious society in

Boston. It was organized in Plymouth, England, March 20, 1630, the eve before the embarkation of the first settlers of Dorchester in the "Mary and John." John Maverick and John Warham were the first ministers. Their first religious service was held in the open air, in Dorchester. In 1816 the present structure was built.



THE FIRST PARISH CHURCH, MEETING-HOUSE HILL, DORCHESTER.

The present pastor, Samuel J. Barrows, was ordained in 1876.

The Park-street Church, corner of Park and Tremont Streets, was erected in 1810, at an expense of \$50,000. The present pastor is J. I. Withrow, D.D. This church has been deeply interested in the work of foreign missions, giving upwards of \$4,000 each year. Several churches have grown out of the Park-street Church.

The Union Temple Church, worshipping in Tremont Temple. This is the largest Baptist society in America, and the seats are free; depending for its pecuniary resources on the voluntary subscriptions and contributions of the congregation, which so far have been a complete success; and the church is sometimes called the "Stranger's Sabbath Home."

The Old South Church, corner of Milk and Washington Streets, on account of its historical associations, is the most noted meeting-house in the city, and one of the famous land-marks of old Boston. Benjamin Franklin was baptized and attended worship in this church. Warren delivered his famous speech on the anniversary of the Boston Massacre, the "Tea Party" organized, within these walls; and the annual election sermons were delivered to the Ancient and Honorable Artillery Company. And in 1775 it was used as a riding-school by the British troops. Soon after the great fire, which came very near destroying the building—burning all around it on two sides—the society concluded to sell it and build another church on the Back Bay; as the land on which the church stood was very valuable for business purposes, owing to its central location. It was for a while used as the Post-Office. Since then there has been a very strong desire to preserve this ancient structure in its original state by a small part of the community. An organization was formed, called "the Old South Preservation Committee," who purchased the property for the sum of \$400,000, and they have done their best towards saving the building. Various entertainments, fairs, lectures, and grand balls have been given to this end; but so far the amount required has not been raised, and its fate seems uncertain. It is now used as a museum, with an exhibition of interesting new inventions, and rare curiosities of the olden time. The entrance fee goes towards raising the preservation fund. The new building is a large and costly structure,—including, besides the church, a chapel and parsonage,—corner of Dartmouth and Boylston Streets, erected at a cost of \$500,000; is considered one of the finest

specimens of church architecture in this country. The interior decorations are very elaborate.

King's Chapel, corner Tremont and School Streets, was the first Episcopal Church in New England, and is now Unitarian.



THE OLD SOUTH CHURCH.

Christ Church, Salem Street, was built in 1723, and is the oldest church edifice now standing in Boston.

Trinity Church, at the intersection of Huntington Avenue, Boylston and Clarendon Streets, is the finest church

edifice in New England, erected at a cost of \$750,000. Its history dates back to 1728, and the first church was built in 1735, a plain wooden building, corner of Summer and Hawley Streets.

The Arlington-Street Church (Unitarian), corner of Arlington and Boylston Streets, built of freestone, is a very handsome edifice. The lamented and famous W. E. Channing, D.D., was pastor of this society from 1803 till 1842.

St. Paul's Church, Tremont Street, between Winter Street and Temple Place, was built in 1820. The interior is very handsome, and was consecrated by the Episcopal Bishops of Massachusetts and Connecticut.

Hollis-Street Church was originally built in 1732. The church and street were named after Thomas Hollis of London, one of the greatest benefactors of Harvard University. Dr. Samuel West, John Pierpont, and Thomas Starr King were pastors of this church.

The Central Church, corner of Berkeley and Newbury Streets, is a handsome building. It cost over \$325,000, and was dedicated in 1867.

There are a number of fine church edifices in Boston; but our space will not allow further details. Of the different denominations, there are twenty-four Baptists; one Catholic Apostolic; one Christian; thirty-one Congregational Trinitarian; thirty-one Congregational Unitarian; twenty-three Episcopal; two Free-will Baptist; seven Jewish; five Lutheran; four Methodists; twenty-seven Methodist Episcopal; nine miscellaneous; two New Jerusalem (Swedenborgian); seven Presbyterian; one Reformed; twenty-eight Roman Catholic; two Second Advent; and ten Universalists.

VII.—Social Clubs.

THERE are quite a number of clubs in Boston, and it may be said to constitute one of its peculiar characteristics; the oldest of which is the Temple Club, at 35 West Street, established in 1829. The club is a small one, and its reputation for good-fellowship is of long standing. The admission fee is one hundred dollars, with an annual assessment of the same amount. The most fashionable and exclusive is the Somerset Club, organized in 1852, and an outgrowth of the Tremont Club. They occupy the elegant granite-front residence on Beacon Street, opposite the Common. The interior is elegantly fitted up; and a notable feature is a ladies' restaurant, for guests of the members, which is also open to non-members accompanying ladies, on club order. The number of members was originally limited to two hundred and fifty; but it is now fixed at six hundred. The admission fee and annual assessment is \$100 each. The Union Club, established near the close of the Rebellion, as a semi-political club, but since lost its political character, is now a social club of the highest respectability. Edward Everett was its first president; and his successors have been such men as Charles G. Loring, Richard H. Dana, Jr., Henry Lee, and Lemuel Shaw. The club-house is pleasantly situated on Park Street, opposite the Common. Entrance fee \$100, and an annual assessment of \$50.

The Central Club, established in 1869 by prominent gentlemen, residents at the South End, occupies the handsome brown-stone building, corner of Washington Street and Worcester Square. The club has a large membership.

The Suffolk Club, at 4 1-2 Beacon Street. Quite a number of Democratic politicians belong to this club, although not by any means a political organization,—merely social.

The Athenian Club, an outgrowth of the Boston Press Club, originally designed to be a professional club, has since allowed non-professionals to be admitted; but it is still under the direction of the journalistic, dramatic, and musical element. They occupy the elegant quarters at 168 Tremont Street, fronting the Common. The monthly dinners and receptions to dramatic and other celebrities are features of the club.

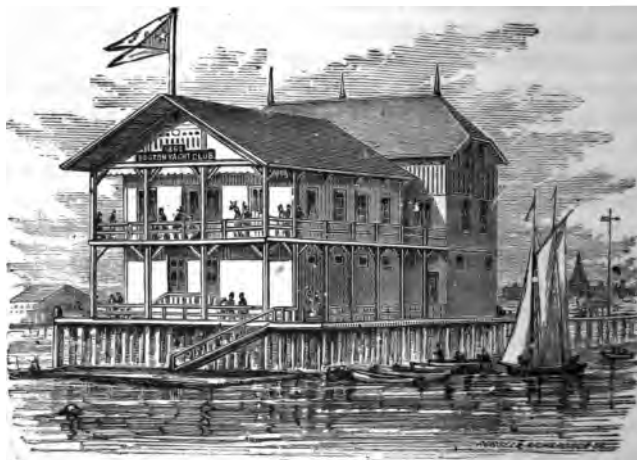
The ladies of Boston are not behind in the formation of clubs, and one of the institutions of this kind is The New England Woman's Club, organized some ten years since, and now occupying spacious quarters on Park Street, a few doors from the Union Club. They also give receptions to distinguished guests, in the way of breakfasts and "teas." It is very select. Have their weekly meetings, at which essays are read and discussions indulged in. Then, there is the Saturday-Morning Club, consisting of about sixty young ladies, who listen to lectures from literary and scientific celebrities, and meet for mutual improvement.

There are quite a number of literary clubs in Boston, which have their meetings at some leading hotel. The Saturday Club, also known as the Literary Club, dines at Parker's monthly, and is famous for the literary and scientific members who have belonged to it. The Papyrus Club meets monthly at dinner at the Revere House. Two-thirds of its members are literary. The Chestnut Street Club, formerly the Radical Club, meet weekly at the residence of its founder, and the essays and discussions by men and women of letters and advanced thinkers are regularly reported in the leading daily journals. The Macaroni, the Ace of Spades, and the Americus are the clubs of actors; while there are other clubs of gentlemen leading professional lives, who meet at each other's houses,—such as the Wednesday Evening Century Club, and the Thursday Club.

Among the principal boat and yacht clubs is the Union Boat-Club, one of the oldest boating organizations in the country, organized in 1851, having its club-house at the

foot of Chestnut Street, on the Charles River, built in a Swiss style of architecture, with gymnasium and rooms for members, who number one hundred and thirty.

The first club formed in Boston for yachting purposes was the Boston Yacht Club, which was chartered by the State in 1868, and was the first yacht club receiving a charter. They own considerable property at City Point, South Boston, and have a fleet of some eighty yachts, and two hundred and fifty members.



BOSTON YACHT CLUB-HOUSE.

In 1868 the South Boston Yacht Club was organized, and incorporated in 1877, with forty-four yachts and one hundred and thirty-nine members. They have a fine building, situated on a good wharf, conveniently arranged at the extreme point of South Boston, and their house was the first one built in Massachusetts especially for this purpose.

The other yacht clubs include the Dorchester Club, Bunker Hill Club, East Boston Club, and a few others composed of Boston men who have their houses outside the city.

MUSICAL SOCIETIES.

The Handel and Hayden Society, devoted to the performance of oratorios and other choral music, is one of the oldest musical societies in the United States. They gave their first public performance on Christmas Eve, at King's Chapel, in 1815, to an audience of over a thousand persons, when selections were given from the Creation, Messiah, etc. It has given about six hundred concerts, with programmes including the works of all the most eminent composers. The headquarters are in the Music Hall building, while the rehearsals are held in Bumstead Hall.

The Harvard Musical Association, organized in 1837, has been quite successful in its concerts, increasing the funds of the society, and for the enlargement of its fine musical library.

The Apollo Club, incorporated in 1873, for the performance of part-songs and choruses for male voices. No public concerts are given, and no tickets to its performances are sold.

The Boylston Club, also a private musical society, organized in 1872 for the cultivation of male voices alone. None but competent singers are admitted to active membership. Its first public performance was in 1873.

The Cecilia Society, organized in 1874. It consists of about one hundred voices, selected from the best solo singers in Boston. They have about two hundred and fifty subscription members, who, in consideration of tickets to the concerts of the society, bear its expenses.

The Orpheus Musical Society is the leading German Musical Association organized in 1848. About half the members are Americans, although the singing is all in the German language.

The New England Conservatory of Music opened for classes in 1867, and from its commencement has been a great success. More than twenty-six thousand pupils have here received instruction since its initiation, for it is open to both sexes.

VIII.—The Press.

IN Boston, now the acknowledged literary centre of this country, was established the first newspaper published on this continent—the *Boston News Letter*—April 24, 1704; and to-day there are seven leading daily morning newspapers and six evening issues, six semi-weekly, sixty-seven weekly, and six Sunday papers, and upwards of 200 periodicals, and only one illustrated monthly,—the *New England Pictorial*.

The *Boston Herald* is the leading and most successful of all the local papers, having an average circulation on week-days of over 100,000 copies, and on Sundays, 75,000. R. M. Pulsifer & Co. are the proprietors.

The *Boston Post* is the leading Democratic and business newspaper of Boston, published by the *Post Publishing Company*. Its history dates back to 1831, and it has now a large and permanent circulation among the business men, still retaining its reputation as one of the leading Democratic dailies in the country, and a representative commercial paper of Boston.

The *Daily Advertiser* is the oldest daily paper in Boston, Republican in its politics, enjoying a substantial prosperity, with a circulation principally among the wealthy and cultivated people of this city and New England. Its editor-in-chief is D. A. Goddard, Esq., with an able corps of assistants.

The *Boston Evening Transcript* is an independent Republican newspaper, founded in 1830, and is the oldest and largest evening paper in New England, having been a success from the commencement. It is noted as a family newspaper, having a large circulation among the families in and around Boston, being now published by the *Boston Transcript Company*. E. H. Clement is the editor-in-chief.

The *Boston Journal* is Republican, and issues a morning and evening edition of their paper, under the management of Colonel W. W. Clapp, who is also part owner. This paper has been in existence about forty-six years. It has a very large circulation through New England and among the business men of Boston.

The *Daily Evening Traveller* was established in 1845, and was the first two-cent evening paper published in Boston. Messrs. Roland Worthington & Co. are the publishers, in State Street. It is Republican in its politics, and has always been a successful paper, with a large circulation among the families in and around the city.

The *Boston Globe* has been established about six years; is a Democratic morning and evening paper, selling at two cents. It has secured a large circulation both for the daily and Sunday edition, as special efforts are made to obtain the latest news.

The other Sunday papers, all of which are more or less prominent as regards circulation, are the *Saturday Evening Gazette*, the *Budget*, the *Courier*, and the *Times*.

The *Evening Star*, a bright, newsy, one-cent daily paper, was started in October, 1880, now under the management of Hon. W. A. Simmons, the former Collector of Customs at this port. The *Star* is a twenty-eight-column paper, and independent in politics. As a one-cent paper it has met with wonderful success, now having a circulation of over 30,000 daily.

IX.— Sea-Shore Attractions.

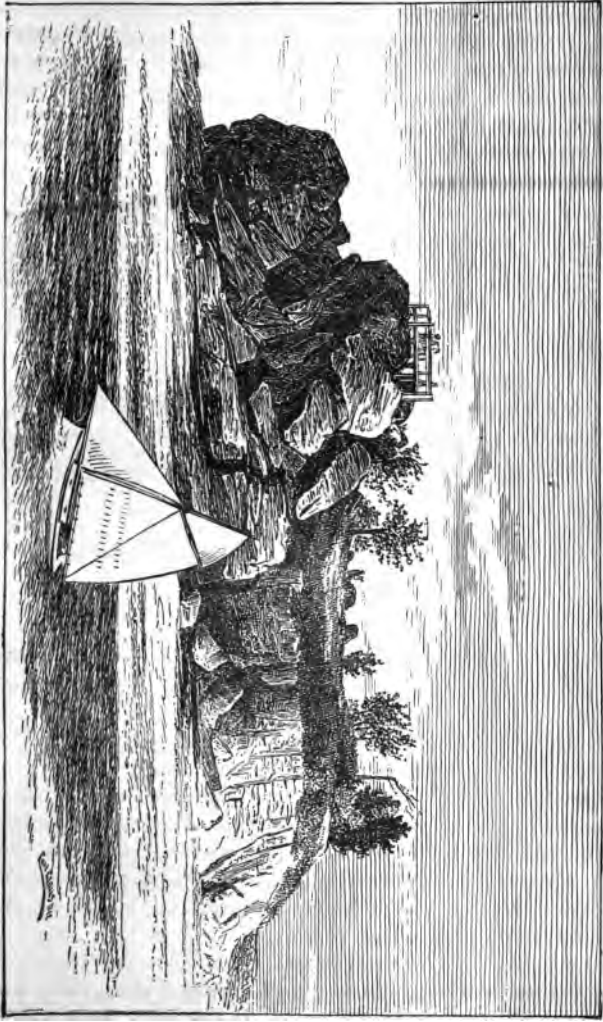
POINT SHIRLEY is the southern extremity of the town of Winthrop. Its chief attraction is Taft's Hotel, noted for its game and fish dinners; and, passing along the north shore, we shall see Revere Beach, one of the finest on the coast.

Lynn and Nahant are particularly favored with fine beaches. The latter is a favorite resort for picnickers, and Maolis Gardens have made special provision for these parties.

The most prominent of all the sea-shore attractions is Nantasket Beach, including Downer Landing and Hull.

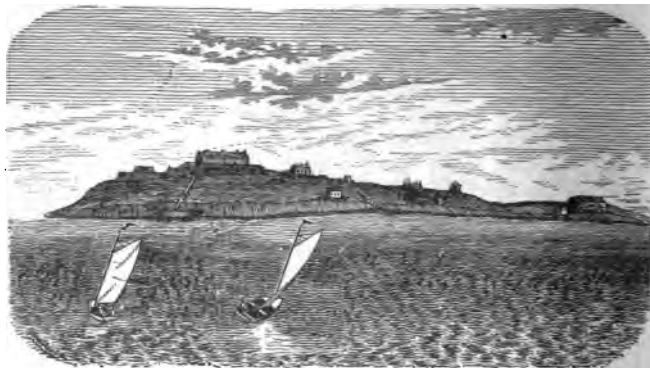
BOSTON HARBOR.

This beautiful island-dotted harbor, with its wide expanse of smooth water, its score of picturesque islands, and its countless objects of interest, many of them rich in historical incidents, forms an unceasing and alluring attraction,—not alone to the residents of our city and State, but to thousands of strangers visiting Boston, in whose estimation our sea-shore attractions are unsurpassed. In the wide range of charming resorts, at which days and weeks may be spent with unabated enjoyment, lies the secret of the world-wide popularity of Boston Harbor. Its entrance is protected by the rock-bound Brewsters, that break the ocean's swell which continually thunders against its rocky barriers. Once inside its harbor, it is as smooth as an inland lake, and much less liable to sudden squalls and flaws of wind; its waters are broad and deep, studded with numerous islands, which afford excellent camping grounds for the summer excursionist. For yachting purposes, it is certainly



PROFILE ON SQUAW ROCK, SQUANTUM.

unequaled anywhere. The great popularity that our sea-shore resorts enjoy is found, for one reason, in the superb steamboat accommodations, which are said by travellers to be unequalled. They are models of strength, speed, and beauty, noted for their cleanliness and comfort, the officers and owners vying with each other to offer their patrons



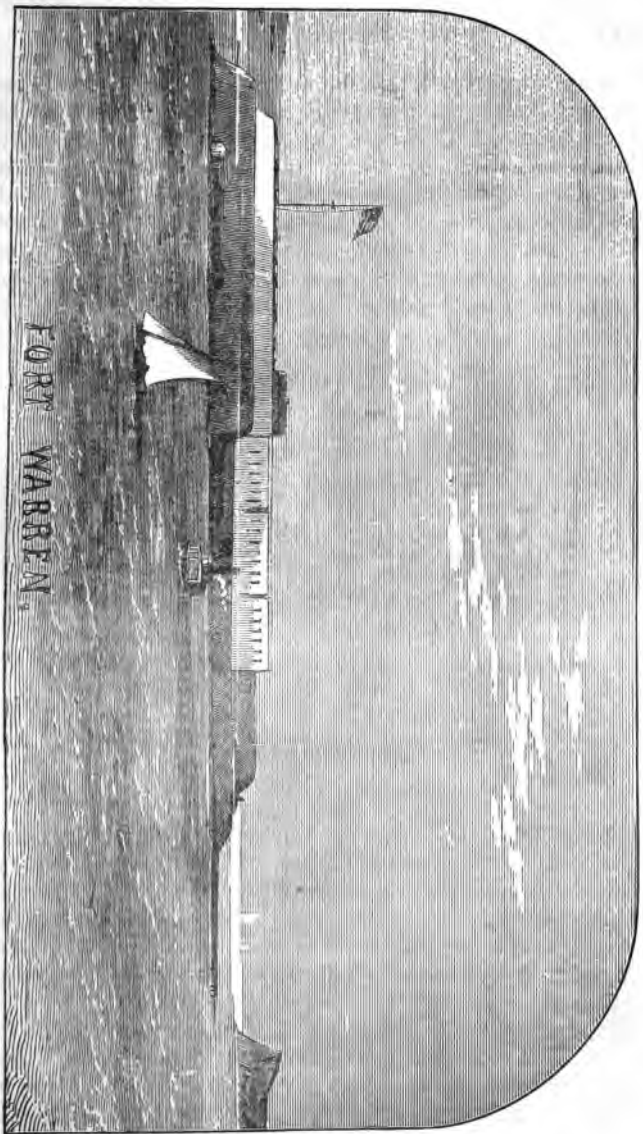
FORT WINTHROP.

the neatest and best-appointed pleasure steamers in the country, a large number of which ply between the city and the places of resort in the harbor and just outside of it.

There are three forts in the harbor, the property of the United States Government.

Fort Warren is situated at the entrance, on George's Island, built of stone, and substantial. During the Rebellion it was used as a prison for Confederates; the most distinguished of which were the Confederate Commissioners to England, Mason and Slidell, captured on board of the "Trent," by Commodore Wilkes.

Fort Independence, on Castle Island, nearly opposite South Boston Point, having been fortified since 1634, was destroyed during the Revolution. It has since been rebuilt and given this name in 1798.



FORT WARREN.

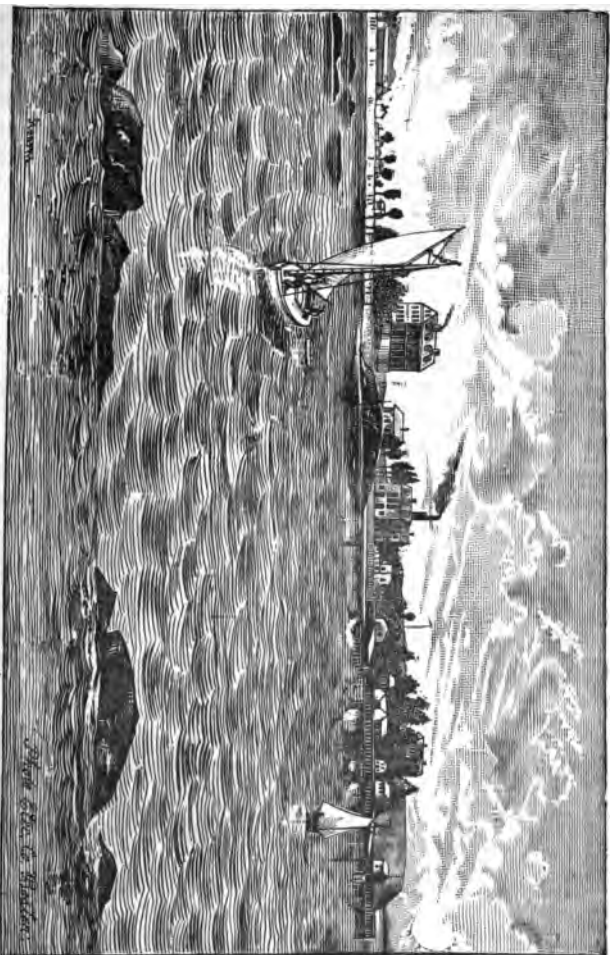
Fort Winthrop, on Governor's Island, opposite to Fort Independence, was intended by the Government to be the strongest fortification in the harbor. The harbor of Boston is filled with islands, the most prominent of which in historical interest is that of Castle Island, as being the first one fortified, and also the scene of many a fatal duel in the olden time. Thompson Island is remarkable for its singular shape and numerous controversies to settle the ownership to the island in the early days of the colony.



ENTRANCE TO BOSTON HARBOR.

Spectacle Island, so named from its form, was formerly used for quarantine purposes, but now as a place for the conversion of dead horses into useful products.

About two miles from Fort Warren, at the entrance of the harbor, is Boston Light, built of stone. The top of the lighthouse now stands ninety-eight feet above the level of the sea, and is fitted with a revolving light, which can be seen a distance of sixteen miles in clear weather. On the direct line to Boston Light is the Spit or Bug Light, which is a curious kind of structure; the lower part is a system of iron pillars fixed in the rock, affording no surface for the



RAINSFORD'S ISLAND.

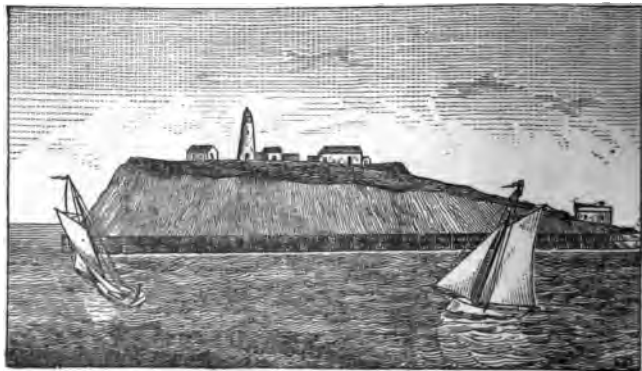
From the "Illustration"

waves to beat against and destroy. It has a fixed red light, over thirty-five feet above the level of the sea, and is visible in clear weather about seven miles.



NIX'S MATE.

The lighthouse on Long Island was built in 1819; the tower is twenty-two feet in height, but the light is eighty feet above the level of the sea. It is a fixed light, which can be seen about fifteen miles on a clear night. A hotel has been established on the island for some years, but with little success. It has been suggested that the city purchase

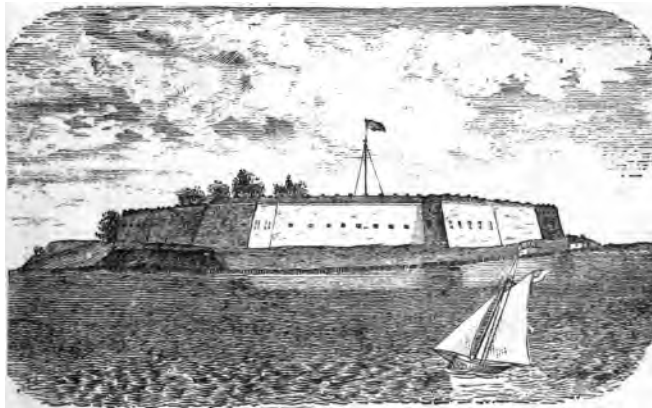


LONG ISLAND LIGHT.

the property and convert it into a public park. East of Long Island head is a low, rocky island, known as Nix's Mate, on which stands a peculiar-shaped monument of solid

stone, twelve feet high and forty feet square. Its purpose was to warn vessels of one of the most dangerous shoals in the harbor.

There are quite a number of islands in the harbor, and some of peculiar shape, as designated by the names given them,—such as Spectacle, Half-Moon, and Apple Islands. Southeast of Fort Warren lies Rainsford's Island, sometimes called Hospital or Quarantine Island, containing about eleven acres of ground. At the western extremity is a point of land called Small-Pox Point, from the fact that for many years the Small-Pox Hospital was situated on it.



THE CASTLE, OR FORT INDEPENDENCE.

The first regular steamer that arrived at this port from Europe was the "Arcadia," of the Cunard line, in 1840.

NANTASKET BEACH.

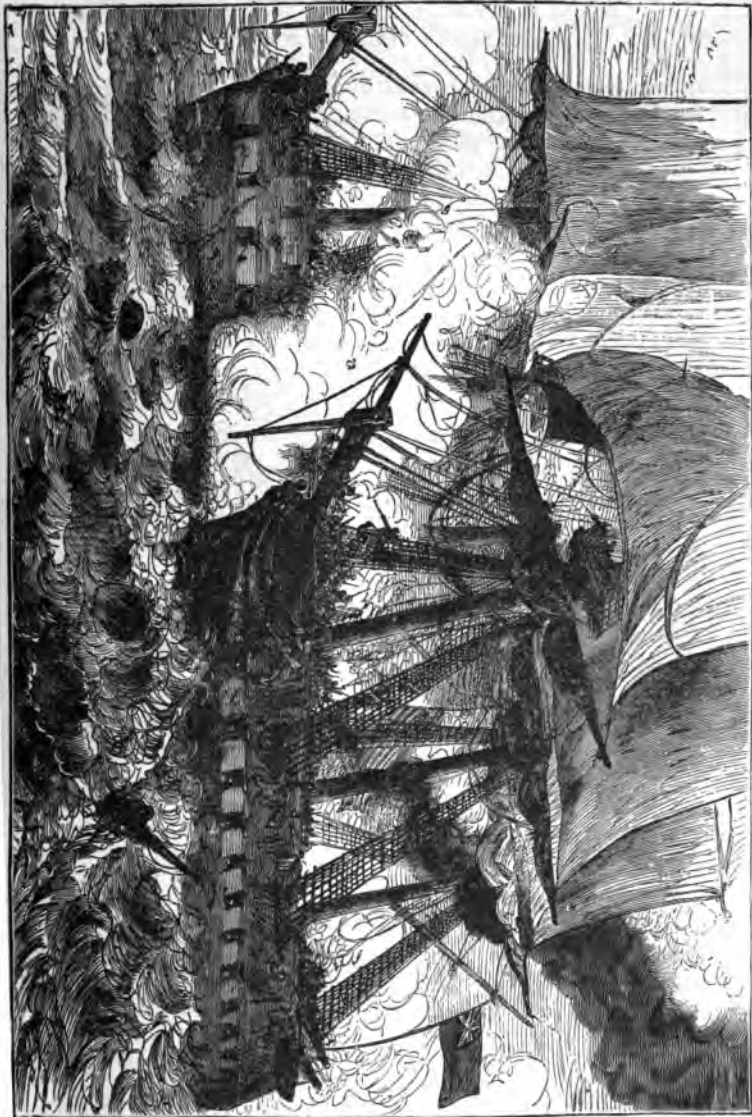
This now famous and popular resort is a narrow neck of land which unites the town of Hull to the mainland, and is the favorite spot for the transient travellers,—those who go down to the beach and return the same or the following

day, — which constitutes the greatest bulk of the travel; while many have their neat little cottages along the beach, who reside there through the season; some of which are very pretty as well as artistic. Many fine hotels are erected on the beach; and also, extending in a southeasterly direction along the Cohasset shore, are quite a number of summer residences, and large hotels away upon the rocks. This charming beach is five miles long, of hard, smooth sand, the finest one in New England. Surf-bathing and driving can be enjoyed on the beach, and lovers of natural scenery



NANTASKET BEACH.

will find much to interest and amuse them; the numerous hotels and restaurants scattered along the shore offering ample refreshments for the inner man. In many places along the beach timbers of wrecked vessels are met with, deeply bedded in the sand; the ribs of which, projecting out of the sand, have the appearance of formidable teeth belonging to some sea-monster. During the winter months many wrecks occur on this beach; vessels on entering Boston Harbor mistake their bearings on dark nights, or are driven in cold, blinding snow-storms on to this



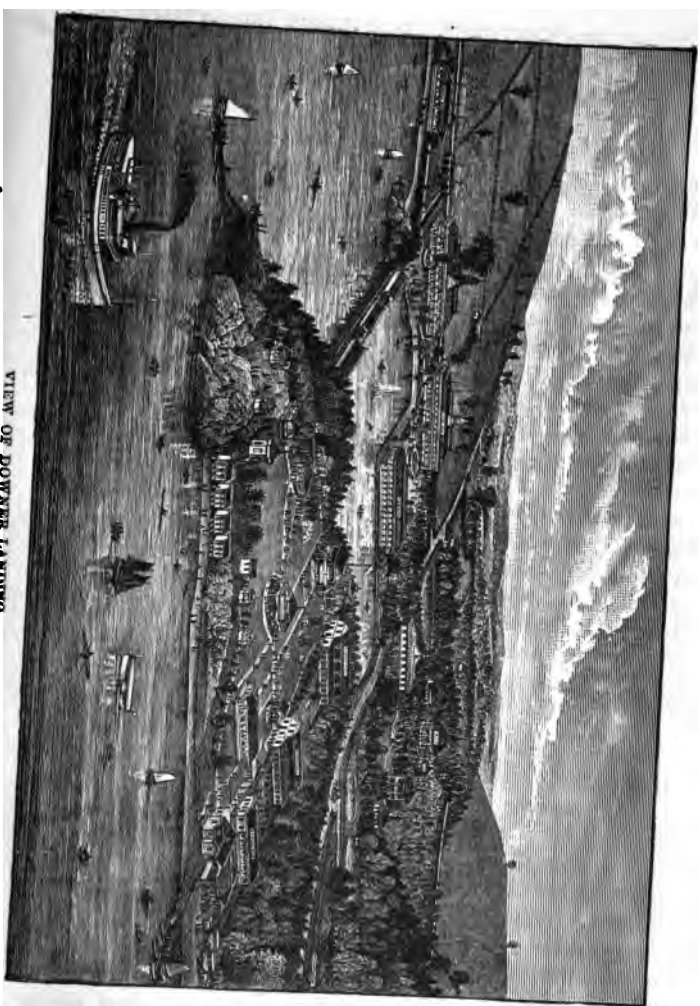
inhospitable shore, and many lives and **much property** lost yearly. For a number of years the people of Hull bore rather a hard name on account of their *wrecking propensities*. Hull was settled some years before *Boston*; its early inhabitants were engaged in the fisheries. All the islands and points of interest described in previous chapters can be seen by taking the Nantasket and Hull steamers of the Hingham Steamboat Company at Rowe's Wharf, Atlantic Avenue. The same company have another line of boats stopping at Downer's Landing and Hingham.



VIEW OF HULL.

Nantasket Beach Railroad is nine miles long, **running** from Hotel Pemberton, Old Colony House Station, **to the** entire length of the beach. Eight stations on **the road**; fare, ten cents; no extra charge; when ticket is **pur-**chased at the office in Boston, fare twenty-five cents **for** eighteen miles. Excursion trip from Boston.

There are a number of first-class hotels; among the **most** prominent may be mentioned the Hotel Nantasket, the Rockland, the Atlantic, and the Pacific House. The **locat-**ion of the latter on Stony Beach is particularly pleasing, **on** account of its magnificent sea view.



VIEW OF DOWNES LANDING.

ENGAGEMENT BETWEEN THE SHANNON AND CHESAPEAKE.

From Nantasket Beach can be seen in the distance the location where was fought the most desperate sea-fight on record. On June 1, 1813, Capt. Philip Broke, commander of the British frigate *Shannon*, then blockading Boston Harbor, challenged Capt. James Lawrence, of the frigate *Chesapeake*, to meet him off Boston Light, ship to ship, and try the respective fortunes of their flags. This challenge was accepted; and at 4.30 P.M. the same day the *Chesapeake* approached the *Shannon* off Boston Light, and received her whole broadside at close quarters, which was immediately returned by the *Chesapeake*. The *Shannon* then poured in her second and most deadly broadside. The two vessels then closed. Capt. Broke, at the head of fifty or sixty men, boarded the *Chesapeake*. A desperate and obstinate resistance followed, but resulted, however, in the capture of the *Chesapeake*. This was the most sanguinary engagement ever fought between two vessels,—occupying only thirteen minutes. Yet in this brief space of time 252 men were either killed or wounded, including every officer on the *Chesapeake*. Capt. Lawrence, when he received his death-wound, uttered the words that afterwards became the battle-cry to our Navy, “Don't give up the ship!”

DOWNER'S LANDING.

A few years ago, Mr. Samuel Downer, the well-known refiner of kerosene oil, bought the point, intending to improve it, and make a summer resort of it for himself and friends; but soon the beauties of the place became known, and he opened the grounds to the public, and it is now one of the finest pleasure resorts in New England. The grounds of the garden cover over ten acres; and here can be found every variety of amusement for picnic parties and daily excursionists; such as bowling and shooting alleys, swings, tilts, flying-horses, etc., a large, handsome and commodious hotel, the “Rose Standish House,” and an excellent restau

rant and music hall; row-boats, yachts with reliable skip-pers, a Punch-and-Judy show, and monkey cage containing every conceivable species of monkeys; a large camera obscura, and many other things too numerous to mention, not forgetting the excellent clam-bakes served upon the grounds.

REVERE BEACH.

This magnificent beach is about five miles long, and is lined, at short distances, with hotels, restaurants, cottages and bath-houses. Being but a short distance from Boston, it has always been a favorite resort for the Massachusetts public, and visited during the hot season by the thousands. On a pleasant Sunday, it is not uncommon to see from fifteen thousand to twenty thousand people strolling along the beach. It may be reached by the Narrow-Gauge Railroad from Atlantic Avenue through East Boston, by the Eastern Railroad from Causeway Street, or by the Lynn and Boston horse-cars from Scollay Square.

Within the past year, much has been done in the way of improvements on this beach: such as building a branch railroad from the Eastern Railroad to the upper and lower parts of the beach, and a very large hotel and other buildings on the extensive grounds formerly known as the Ocean House, the name of which has now been changed to the "Point of Pines." At the other end of Revere Beach, now called Crescent Beach, important and extensive improvements are also being made: namely, a large hotel, on a covered pier, extending out into the broad sound 1,600 feet, which will be used as a steamboat landing, called the Ocean Pier, to which the large and elegant steamers "John Sylvester" and "Eliza Hancox" will make hourly trips from Foster's Wharf, Atlantic Avenue, Boston, about July 1.

X. — Drives to Points of Interest.

BOSTON is noted for its beautiful suburban districts, its fine drives, elegant private residences, and charming country seats, scattered all along in every direction, for a distance of from five to six miles from the city, so that a different drive every day in the week would lead through scenes of rich suburban beauty.

One drive, which is of particular interest to strangers, is that

TO CAMBRIDGE,

visiting Harvard College, the most famous as well as the most ancient university in this country, with nearly 1,500 students in all its various branches, and about 125 professors and teachers of various grades, having a library of over 60,000 volumes, while the college library has over 170,000 volumes. The most marked building connected with the university is the "Memorial Hall," erected at a cost of \$500,000 by the alumni, to commemorate the sons of Harvard who died in the civil war. On the common, near the college, is a noble monument, crowned by a statue of a soldier, erected in memory of 938 men of Cambridge who perished in the late war. Not far from the college may be seen the famous old tree, the "Washington Elm," and the residence of our much-beloved poet, Mr. Henry W. Longfellow. Continuing the drive through Cambridge to Watertown, we arrive at the entrance to Mount Auburn Cemetery, the design of which is from an Egyptian model, erected at a cost of about \$10,000. Many elegant and costly monuments adorn the grounds in every part. Returning, pass over Ship Yard bridge, entering Brookline, which is one of the most beautiful of the suburban towns surrounding Boston, where may be seen one of the finest specimens

of church architecture in this country,—the Harvard Congregational Church; continuing the drive to the Cochituate Water Works, thence through the Brighton district to Boston, passing over the south end of the city and Back Bay district. This ride will occupy about four hours' time.

TO POINT SHIRLEY,

through East Boston, giving a magnificent view of the ocean, the famous Taft's Hotel, with its elegant fish dinners. This drive will occupy some three or four hours' time.

TO REVERE BEACH.

This magnificent beach is of itself a sight well worth seeing, driving through Charlestown, around Bunker Hill Monument, thence through Chelsea to the beach.

TO DORCHESTER.

This is also a popular drive, *via* Grove Hall, to Dorchester, to Milton Lower Mills, passing many delightful residences and a group of handsome public buildings, through a wide district of pleasant suburban homes. On the left may be seen the charming villas of Savin Hill, where a fine view of the harbor and the city of Boston is enjoyed from this point, as it is a high, rocky hill, situated on the end of a peninsula, and rising very abruptly from the water, by which it is nearly surrounded, covered to its summit with very dense woods, mostly savin trees,—hence its name. Two beautiful avenues are laid out that encircle the hill—Savin Hill Avenue and the Grampian Way—and bordering these are many fine residences and extensive grounds. Although it is within three miles of the State House, and also inside the city limits, yet in attempting to ascend to its summit one would plunge into a wilderness, where, in some instances, progress is forbidden by beetling cliffs or thorny thickets, and where the forest is seen in its primitive wildness; but on arriving at the summit, away off to the eastward can be seen old ocean, and Nantasket's pride—her beaches—and the Brew-

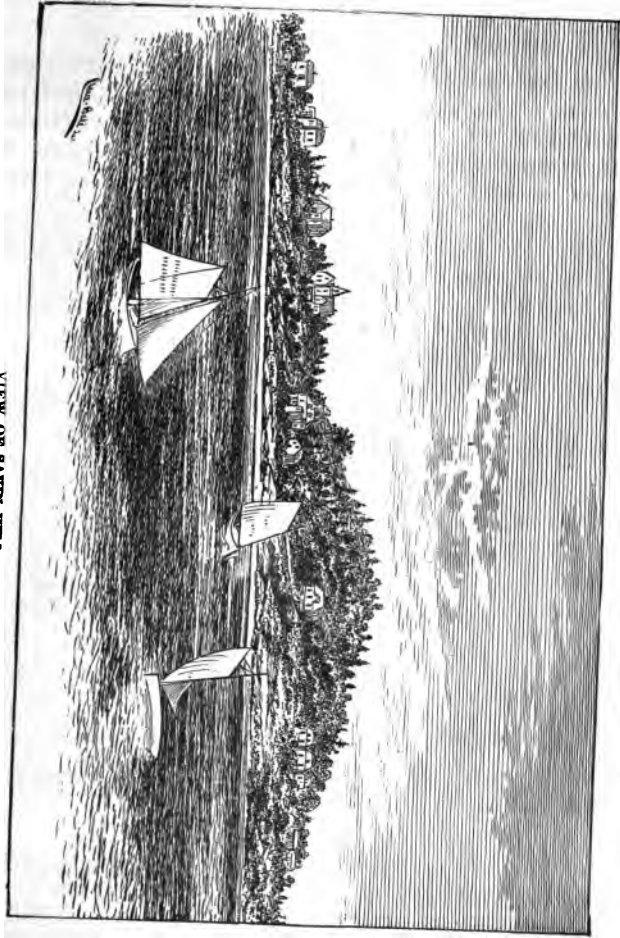
ters, with their rugged, storm-beaten shores, and to the north and west the ever-enlarging metropolis and inland towns; and to the south is Quincy's beauties, in rolling hills and ample plains, backed by the bold outlines of the Blue Hills of Milton, whence flows the beautiful Neponset River, entering the bay at the feet of the beholder. On arriving at the pretty village of Milton Lower Mills, passing two or three of its churches, and entering the town at the brow of the hill over the Neponset River, which, on crossing, places you on the boundary line of Boston, the town of Quincy is but three miles beyond, and the road has a continuous line of stately old mansions, elegant parks, clumps of ancient trees, and all the evidences of the most skilful landscape gardening.

NOTES.

RAILROAD EXCURSIONS.

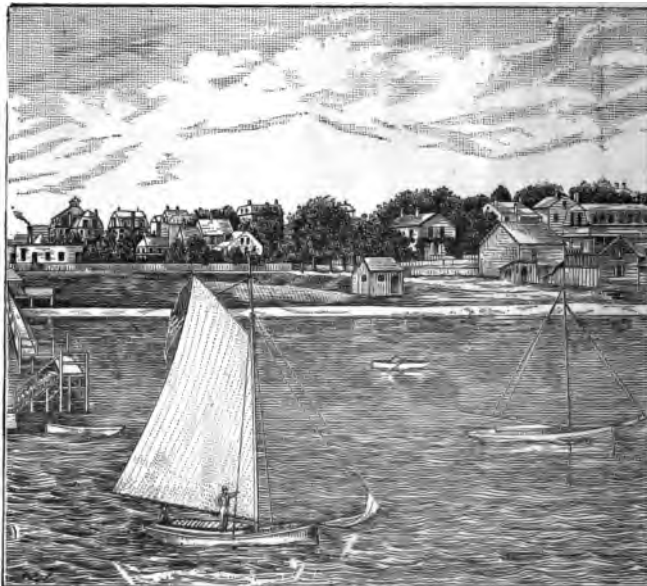
The open horse-cars furnish a very pleasant and desirable mode of conveyance to the beautiful suburbs around Boston and its vicinity, which are much patronized by the public. The favorite lines of travel are to Dorchester and Grove Hall, to Jamaica Plains, to Brookline, to Milton Lower Mills, to City Point, and Forest Hills. The courses of the different lines may be found by reference to our pages of horse-car routes of the various roads.

VIEW OF BAYVIEW HILL



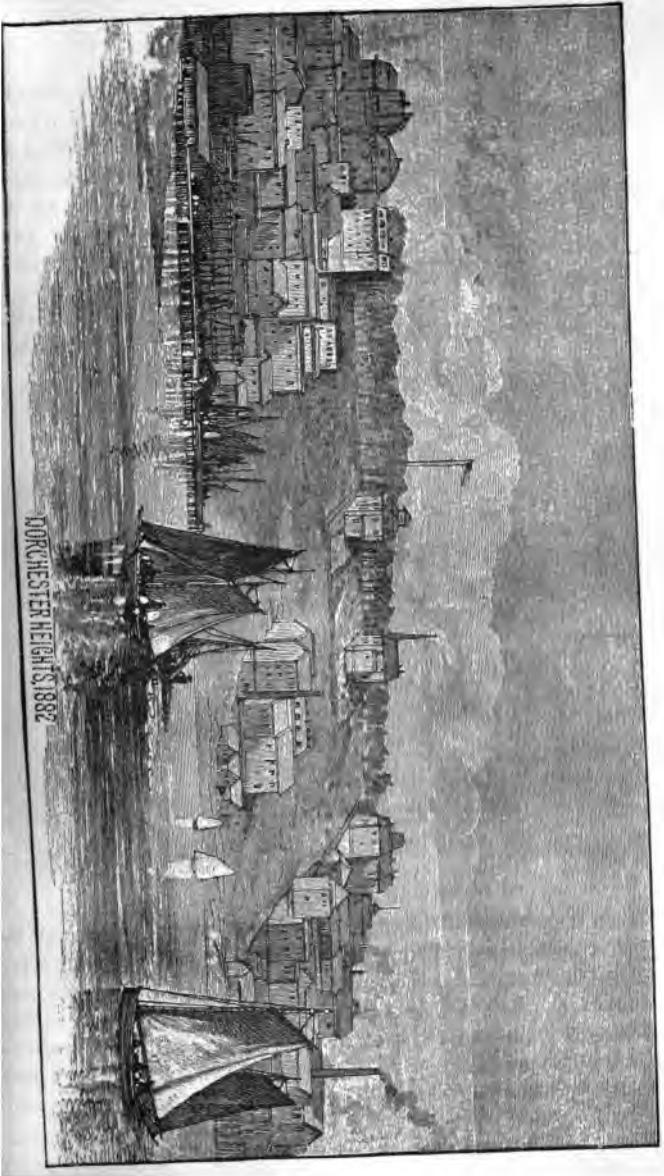
SOUTH BOSTON.

The peninsula ward is quite an attractive part of the city, with its fine public buildings, well-graded streets, and private residences. It has one principal thoroughfare, "Broadway," lined with retail stores. On the right stands the Catholic Church of SS. Peter and Paul. At the upper part



CITY POINT, SOUTH BOSTON.

of the street is Mount Washington, the old Dorchester Heights; near the top of which is a group of churches,—the Methodist Centenary, the Phillips Congregational, the Hawes Congregational, St. Matthew's Episcopal, the Fourth Baptist, and the Church of Our Father (Unitarian). Beyond are the Carney Hospital (Catholic), and the Perkins



Institution for the Blind. Then follows Independence Square, a handsome park of 250,000 feet, nearly surrounded by neat family residences, and on the lower side approached by the grounds of the Boston Lunatic Asylum and other public buildings. Three squares beyond this is the end of the peninsula, called City Point, which has within a few years become quite noted as a sea-side resort. From it there is a magnificent view of the harbor, with its islands and forts, and the open sea, Dorchester Bay, the Blue Hills of Milton, and the city, with its broad and populous suburbs. There



PERKINS INSTITUTION AND MASSACHUSETTS ASYLUM FOR THE BLIND,
SOUTH BOSTON.

are a number of places where boats and skippers may be hired for those desiring a sail in the harbor, while off City Point is the mooring ground of most of the yachts belonging to the Boston and South Boston yacht clubs. Fort Independence is quite near the shore; and the other islands of the harbor are seen beyond, on either side. There are quite a number of small restaurants scattered here and there, to meet the wants of the mass public.

XI.—Hotels.

HOTEL VENDOME.

FIRST and foremost among our first-class hotels stands the magnificent and elegant structure of white marble, eight stories high, located on the corner of Commonwealth Avenue and Dartmouth Street, called the Hotel Vendome, opened in 1880, costing over one million of dollars, and entirely fireproof; furnished throughout in palatial style, without regard to expense, making it, in its full completeness, one of the most costly and luxurious in this country; built expressly for, and now under the able management of, Col. J. W. Walcott. It is in a delightful situation, and a cuisine that can hardly fail to gratify the most epicurean tastes. This new and superb hotel must, for the present, stand pre-eminently the leading first-class house in this city.

THE HOTEL BRUNSWICK.

This popular and elegant hotel is situated at the corner of Boylston and Clarendon Streets, in the Back Bay district, six stories high, covering an area of over half an acre, with a frontage of 200 feet on Boylston, 125 feet on Clarendon Street and 200 feet on Providence Street. This building is noted for its unequalled architectural beauty and grandeur, and is well classed as one of the finest hotel structures in this country. Its furnishings are luxurious; its appointments are unequalled, while the location is unsurpassed, and every way desirable.

The surroundings include many of the most noted structures in New England.

This hotel has always been a popular resort for strangers from its opening, particularly during the summer season, as

it combines invigorating health-giving breezes of the sea with the comforts and pleasures of a city.

The Beacon Street and all Back Bay cars, pass the hotel to and from the business section of the city every two or three minutes; a facility afforded by no other hotel. The Brunswick is conducted on what is known as the American plan — transient rates \$5.00 per day — and under the management of the proprietors, Messrs. Barnes & Dunklee.



THE AMERICAN HOUSE,

on Hanover, near Washington Street, was built in 1851, and remodelled and greatly improved in 1868, at which time **M. Rice** introduced the first hotel passenger elevator in **Boston**. It is finely furnished, has wide corridors and spacious drawing-rooms, and has always borne an excellent reputation. It is kept on the American plan, \$3 to \$4 per day; and is noted for its table and that careful attention to details so essential in a first-class hotel, and for years has been the headquarters of the shoe and leather trade, and a favorite resort for strangers visiting Boston on business or pleasure. Ever since its opening it has been under the efficient management of the late **Lewis Rice**, and his son and successor, **Henry B. Rice**.

THE REVERE HOUSE.

This fine building was erected by the Massachusetts Charitable Mechanics' Association, and was for a long time under the management of Mr. Paran Stevens. It was named in memory of Paul Revere, who was the first president of the above-named association. It has always been a very popular hotel, and entertained more distinguished men than any other in Boston; among which may be mentioned the Prince of Wales, the Grand Duke Alexis of Russia, Daniel Webster, and ex-President Grant. The hotel is very pleasantly situated in Bowdoin Square, having accommodations for two hundred and fifty guests; is kept upon the American plan, at prices ranging from \$3 to \$4 per day, according to location of rooms, with a cuisine equal to any hotel in New England. The Revere House is famous for its club and class dinners, and under the able management of Mr. C. B. Ferrin, ranks high among our first-class hotels.

THE CRAWFORD HOUSE,

situated in Scollay Square, on the corner of Court and Brattle Streets, is one of the most popular hotels at the present time in this city. The original Crawford House was opened in December, 1864, by Mr. Henry Stumcke, the founder of many popular restaurants and hotels in Boston and at Martha's Vineyard, the popular sea-shore resort. This house has been considerably enlarged and improved, and recently some forty rooms have been added; refurnished with all modern conveniences, elegantly fitted up, and conducted on the European plan. This hotel is within eight minutes' ride to any of the depots, and in direct communication to all points of interest and places of amusements; having all the modern improvements of a first-class hotel, passenger elevator, electric lights, steam-heaters, etc., with the best of attendance; capable of accommodating two hundred and fifty guests. The restaurant is first-class, and prices moderate. It accommodates about four hundred



CRAWFORD HOUSE, SCOLLAT SQUARE

persons, and charges for rooms ranging from \$1 to \$3 per day. The present proprietors, Henry Stumcke and Henry Goodwin, have been partners since October, 1866. The interior of the restaurant comprises two large and beautiful rooms, one on each floor; the lower floor for gentlemen, and the upper one for gentlemen and ladies. Each room can seat about two hundred and twenty-five persons; besides which, several new and large private dining-rooms, for clubs and private dining parties, have been lately added. The new lunch and wine-room is a gem in itself, and is one of the most popular resorts. For ladies there are special apartments, with dressing-rooms attached. This restaurant enjoys an extensive patronage, on account of its popularity, and the admirable manner in which it is conducted, for the food is excellently prepared and well served.

"CARLTON HOUSE,"

under the management of Mr. H. Stumcke, situated at No. 5 Hanover Street, is a very desirable place for families and parties who object to the noise and confusion incident to a hotel. Rooms large and beautifully furnished; kept on the American and European plan; prices \$2.00 to \$2.50 per day.

CREIGHTON HOUSE.

This popular hotel is located at Nos. 245 and 247 Tremont Street, under the proprietorship of William Hill, conducted upon the American plan, at prices from \$2.50 to \$3.50 per day. Special rates to commercial travellers and families. This hotel has all the modern conveniences, and is a favorite resort on account of its central location, near the Common, depots, theatres, and other points of interest. Horse-cars to all parts of the city pass the door.

EVANS HOUSE,

located on Tremont Street, facing the Common, No. 175, is a very handsome building, and a very desirable location. The hotel is kept upon the American plan, accommodating about one hundred and fifty guests. It is a favorite resort

for families during the winter season, as it has all the modern improvements requisite for a first-class hotel. Prices from \$3, \$3.50 and \$4 per day. It is under the management of Mr. A. L. Howe, the proprietor.

There are a number of other hotels, of various grades, in different parts of the city, but our space will not permit us to further particularize.

FAMILY BOARDING-HOUSE.

In our view of Bowdoin Square will be noticed the stone buildings which front on the square, built by Samuel Parkman, father of Dr. Parkman, who was murdered by Dr. Webster some years ago. These houses for a long time were considered models of architecture, and are now occupied by Mr. R. Philbrook as a first-class family boarding-house, having all the modern facilities. Terms for transient or permanent according to location of room and time.

There are a large number of restaurants of all kinds and grades scattered throughout the city and suburbs, which, generally speaking, furnish good food at reasonable prices, but not worthy of particular mention, except those connected with hotels, and a few located in the business quarters. Of some of the most noted may be mentioned the Crawford Lunch and Wine Room, a perfect gem, No. 13 Brattle Street, elegantly and tastefully fitted up, making it one of the finest rooms of the kind in New England. It has also a number of beautifully-furnished private rooms for clubs, societies, political organizations, or private dining parties, with a bill of fare that can hardly fail to suit the most fastidious, either in price or quality of the cooking.

The Wine Room is under the management of Mr. George Rolfe, who has been connected with the Crawford House for the past seven years, so popular and favorably known among the travelling public. Other restaurants worthy of mention are those of Parker's, on School Street, with a spacious dining-room for ladies; Young's, on Court Avenue, near State Street; Ober's French Café, on Winter Place; Englehardt, 174 Tremont Street.

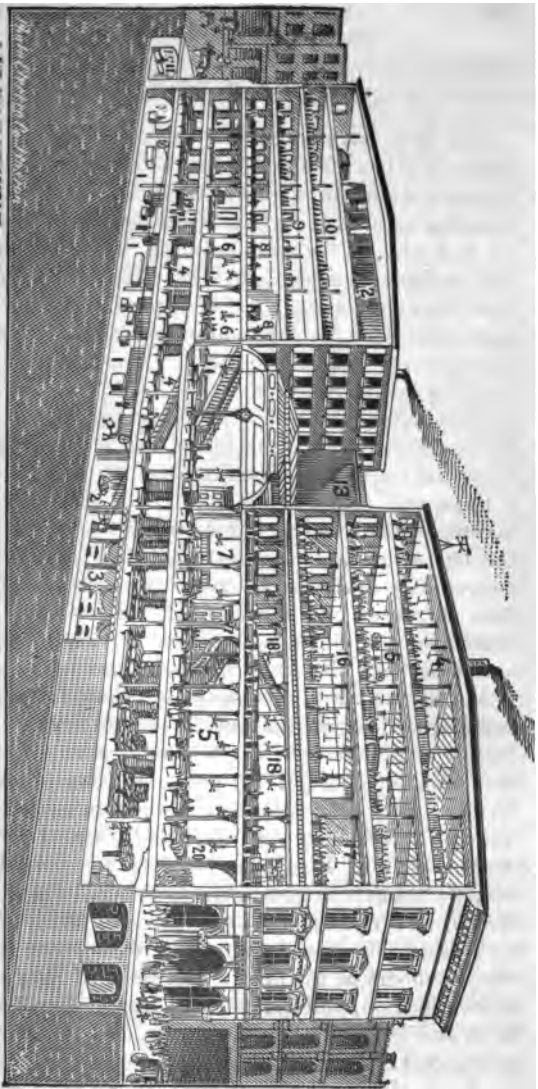
XII.—Prominent Business Houses and Manufacturing Establishments.

A CUT, representing a proportionate and sectional view of Macullar, Parker & Co.'s cloth and clothing warehouse and manufactory, 400 Washington Street, Boston, is herewith presented. A handsome colored lithograph, also, embodying the same pictorial presentation and plan on a much enlarged area, has been for several years placed in many hotels and railroad stations throughout New England, and has attracted general attention from the novelty and effectiveness of its design. From roof to sub-cellar the interior of the structure appears in the illustration as it would if one of the outer walls were entirely removed.

This well-known clothing establishment differs from all others of its class in this respect: namely, it is complete in itself. From its departments of importation and jobbing of piece goods, through the processes of cloth finishing and shrinking, to the final manufacture of the purest and best woollens into clothing for the retail salesroom, the building set forth in the picture contains all the facilities required, and until within a few months had furnished all the floor space needed. To meet the demand for rooms properly arranged and lighted, and all compacted within the bounds of one building lot, a special adaptation and plan was necessary. As will be seen, the building is divided at its longitudinal centre, saving the two lower stories, into two sections. This is done by means of a cut or break, about 50 feet in length, taking in substantially all the breadth,—thus flooding the workshops with light, and securing a degree of ventilation not surpassed in any of our public structures, which was the prime object in view. These two wings are

accessible to each other from the upper stories by means of an iron bridge. The lower stories remain intact, and two immense stores, each 225 feet in length and 50 feet in width, are thus rendered practicable. The upper of these two stores is lighted, in addition to the usual methods, by means of a large area of glass in the roof, which at the same time serves to secure a similar result for other and intermediate apartments. So far as ventilation, convenience, and light are concerned, the architect has undoubtedly designed a model building. There is not a shaded corner in the workshops, when the sun shines. No opportunities lurk through untidy and neglected minor apartments to tempt an employé inclined to be slovenly. There are no sights or sounds to offend the most sensitive female workers, and on this point alone the firm might rest a claim for practical philanthropy in a direction too long and too often neglected. No; what may be called the *humanities* in connection with women, are never lost sight of here. Steam power in the sub-cellar forces the purest and softest spring water from a natural well up through six stories to the cloth-shrinking department. Here it is that all piece goods are subjected to a treatment from trained hands that removes all surface crudities, and are distributed thence to the different departments, or expressed to expectant merchant tailors in different States, having, meanwhile, been thoroughly washed, shrunk and pressed, and made ready for the tailor's shears. The peculiar process of cloth-shrinking adopted here is a London peculiarity, requiring long experience and great care. It is not likely to be improved upon. Steam-power is also required to run about thirty sewing machines, although the amount of machine stitching performed in these shops bears but slight proportion to the amount of needle-work done by hand. As illustrating this point, we may state that upwards of forty button-hole workers find constant employment at their specialty, and that the slightly and elegant stitching wrought into and upon fabrics that require something akin to embroidery, as in the case of *Marseilles* and other vestings, places many of them in line with any and all artificers in ornamentation who are noted for perfection in their handiwork.

About six hundred employes are now engaged in these workshops in producing the well-known class of goods that *Macullar, Parker & Co.* distribute to their customers at their stores in Boston and Providence.



1. LIME STILLAR, IRON STORAGE.
2. WHEEL, FIBEL, POWER & ENGINE.
3. BOILER, FIVE HORSEPOWER AND POWER.
4. VERTICAL, FIVE HORSEPOWER AND POWER.
5. VERTICAL, FIVE HORSEPOWER AND POWER.
6. ROTARY, FIVE HORSEPOWER AND POWER.
7. ROTARY, FIVE HORSEPOWER AND POWER.
8. ROTARY, FIVE HORSEPOWER AND POWER.
9. ROTARY, FIVE HORSEPOWER AND POWER.
10. ROTARY, FIVE HORSEPOWER AND POWER.
11. ROTARY, FIVE HORSEPOWER AND POWER.
12. ROTARY, FIVE HORSEPOWER AND POWER.
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18. ROTARY, FIVE HORSEPOWER AND POWER.
19. ROTARY, FIVE HORSEPOWER AND POWER.
20. ROTARY, FIVE HORSEPOWER AND POWER.
21. ROTARY, FIVE HORSEPOWER AND POWER.

**MAQUILLAR, PARKER & COMPANY'S
CLOTH & CLOTHING WAREHOUSE & MANUFACTORY**

400 WASHINGTON ST. BOSTON
 The largest of buildings upon the ground in the city of
 America of massed capacity, about six hundred.

11. CLOTHING & SHIRTS SHOP.
12. IRON BRIDGE.
13. READY MADE CLOTHING WORKSHOP.
14. READY MADE CLOTHING WORKSHOP.
15. READY MADE CLOTHING WORKSHOP.
16. WHITE VEST WORKING ROOM.
17. WHITE VEST WORKING ROOM.
18. WHITE VEST WORKING ROOM.
19. WHITE VEST WORKING ROOM.
20. WHITE VEST WORKING ROOM.
21. WHITE VEST WORKING ROOM.

CHAS. H. NORTH & CO.

This firm have large and extensive works, situated on Medford Street, Somerville, at the junction of the Fitchburg & Grand Junction, a spur of the Boston & Albany Railroad, covering an area of eight acres of land, with tracks running on each side of the main building, which is 650 feet by 160 feet, and four stories high, with a capacity of slaughtering, handling, and curing 2,000 hogs per day, receiving the animals alive from the cars and preparing them for the market — employing about 350 men. Connected with the main building is a large store, 80 feet by 40 feet, for distributing the products to the help and the surrounding neighborhood. In connection are the machinist and wheelwright shops, 40 by 60 feet; also a blacksmith shop, 30 feet by 40 feet, and a large and commodious stable, 100 feet by 80 feet, with accommodations for 60 horses, all of which are employed in the business; wagon sheds, smoke and dry houses; large cooperage establishment, covering an area of 50,000 square feet, which not only furnishes all the packages required for their own use, but enables them to furnish outside parties whatever they may require; also a harness repairing shop, with other minor shops, thus comprising under one head a community in itself, making, in full, an institution complete in all its details for the pork and beef packing business. The excellent cure of the hams and bacon, fine quality of lard, with the other products of this house, are well known and appreciated by our city trade, and also throughout New England. Large quantities are exported to Europe. 350,000 animals are slaughtered annually in this establishment. A very large capital is invested in this business, and its annual sales reach the enormous amount of \$5,000,000. The members of the firm are Messrs. Charles H. North, S. Henry Skilton, and Luman E. Conant; having their stores at 33 and 34 North Market Street, and the offices at 27 and 29 Faneuil Hall Market.

FOREIGN AND AMERICAN CLOCKS.

New England has been for generations the recognized headquarters of the American clock trade. Clock manufacturing proper is not so extensively carried on in Boston as it is in some of the neighboring States and towns, the wholesale trade being chiefly centred here. Among others who are doing a large trade in this line is Mr. Nelson H. Brown, who carries on business as a wholesale dealer in foreign and American clocks and clock materials, at No. 75 Hawley Street, between Franklin and Summer Streets. He has been in business at the above location for about four years, and has established a very large and important trade. The stock carried is really excellent, and is certainly not to be equalled in Boston or anywhere else in the New England States. French marble clocks are shown in great variety, of really wonderful beauty, and the best productions of the best makers the world over also find a place. It may be added that he keeps on hand a fine stock of bronzes of choice and artistic character.

A BOSTON INSTITUTION.

Among the curious things that a stranger will observe about Boston, is the great number of bicycles, especially at early morning and late afternoon, in the suburbs. In the fall of 1877, Col. Albert A. Pope, a Boston merchant, turned his attention to the importation, and afterwards to the manufacture, of bicycles, and is one of the creators of new industries of which Boston boasts so many. The Columbia bicycles now spin through every State in this country, and in several other countries; and the principal warerooms and offices of the manufacturers (the Pope Manufacturing Company) may be visited with pleasure at the marble front building, 597 to 601 Washington Street, where all varieties of bicycles, tricycles, triocycles, and other modern vehicles, are to be seen and tried. The environs of Boston may be most agreeably visited "on wheel" by those accustomed to its use.



SWAIN, EARLE AND CO.

Probably no firm or corporation in New England, connected in any way with the grocery trade, is doing so extended and yet systematic a business under one roof as are Swain, Earle & Co. The members of the firm are T. S. Swain, E. B. Earle, and F. D. Maynard. The massive stone building in which their business is conducted is numbered 63 and 65 Commercial Street, and extends through to 5 and 7 Mercantile Street, and they occupy the entire *seven* floors. They have steam, water, and gas on every floor, and an elevator running from basement to the upper floor. The highest (or seventh) floor is occupied as their Roasting Department, which is fitted out with the most modern improvements, saving a great amount of labor. They have skilled workmen of long experience; one of over twenty years, con-

stant life in the coffee-room. During the past year they have nearly doubled their capacity for roasting.

The next floor below is given up to the manufacturing and packing of *Spices*, Cream of Tartar, etc. They are using five "run" of stone mills (the two stones of their largest mill weighing nearly five tons). It is an invariable rule of the firm never to send out a package of spice or cream of tartar labelled with their name, except the absolutely pure. The Coffee and Spice Departments are open to the visits of their customers.

"THE BOSTON" Cocoa Preparations, of which Messrs. Swain, Earle & Co. are the sole proprietors, are manufactured on the 4th and 5th floors (beside occupying portions of two other floors). This department requires great care and skill as well as constant attention. They are constantly receiving many of the choicest arrivals of Cocoa, taking them direct from the wharves to their factory, where the Cocoa is prepared by the latest and best-known appliances for the market. Every cake of "THE BOSTON CHOCOLATE" must pass through eight entirely separate processes; and every can of "THE BOSTON BREAKFAST OR LUNCH COCOA," through at least *nine* processes before they are ready for use. They are selling absolutely pure Cocoa, and in the most attractive styles. The Office, Salesroom, Shipping Department, and Engine, are all on the main floor; and the basement contains two huge boilers, steam-pump, and water-tank, holding over four thousand gallons of water. The business of this house has been constantly increasing, having nearly doubled during the past ten years, the increase being chiefly in their manufactured goods,—Coffees, Spices, and Cocoa Preparations, which they are selling in round lots to some of the largest grocery and spice-houses in New York, Philadelphia, Baltimore, Chicago, and other large cities.

THE PHOTO-ELECTROTYPE ENGRAVING AND MANUFACTURING
COMPANY.

This company was incorporated and organized in 1877, acting under the patents called the "Mumler Process," for the production of electrotype cuts of all kinds and descriptions, occupying the spacious apartments Nos. 61 and 63 Oliver Street, near Franklin, comprising three large and extensive floors the full length of the building. This establishment includes among its different departments a large artists' room, photograph gallery, gelatine room, foundry and finishing room, each under its separate head of departments.

The electrotypes furnished by this company are not only suitable to print an ordinary label or bill-heading, but the most elaborate or delicate cut steel engraving, public buildings, stores, private residences, churches, intricate machinery and autograph letters, being an exact and truthful copy of the original photograph, drawing, or specimen steel engraving submitted to them. They have also on hand the largest stock of miscellaneous electrotype cuts in the State.

Very few realize what an important discovery this is of Mr. W. H. Mumler's, a native of this city and the treasurer of the company, viz., the production of a relief-plate by photography on a piece of sensitive gelatine suitable to make an electrotype cut from, which any printer can use on an ordinary printing-press, while at the same time do away with the tedious and expensive work of the wood engraver; for by the Mumler process as much work can be done in half an hour of actual labor as would require a week to accomplish by the usual method of hand-engraving; and the quality of the work will compare favorably with steel, copper-plate, lithograph, or wood engraving, and at a wonderful difference in the cost. The result of this invention has been a great success, and the practicability fully demonstrated; for the company, during its five years of manufacturing, have been eminently successful, the stock paying a dividend of twenty per cent. per annum on the capital stock of \$100,000. The stock is non-assessable, and its par value is \$100 per share. A visit to this establishment is interesting, entertaining and instructive.

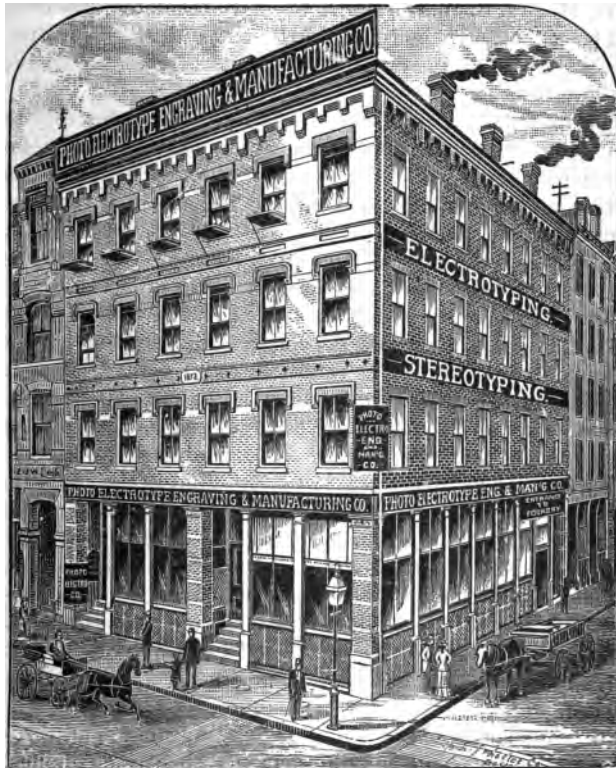


PHOTO-ELECTROTYPE CO., 63 OLIVER STREET.

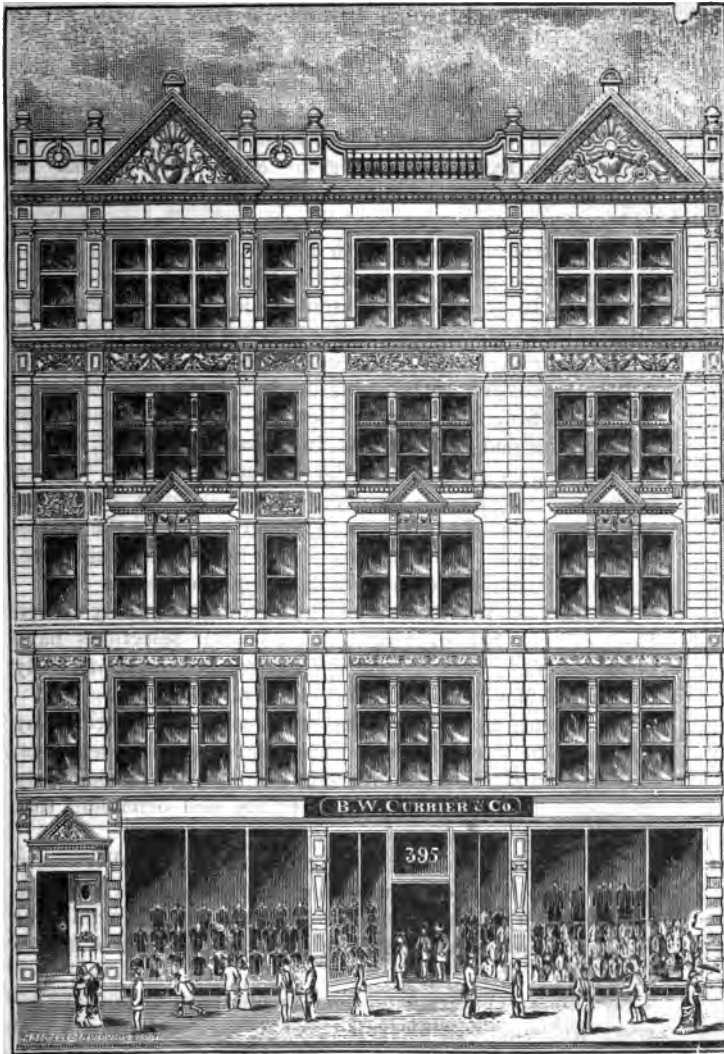
A MAMMOTH CLOTHING HOUSE.

In the magnificent building, erected for mercantile purposes, on the Marlboro' Hotel estate, by the Hemenway heirs, Messrs. B. W. Currier & Co. have taken the **first floor** and **basement**, and the **third, fourth, and fifth stories** for the prosecution of the several departments of their **extensive clothing business**.

The **first floor** and **basement** are devoted **exclusively** to their **retail trade**; the **upper floors** are devoted to the **wholesale department**, while the **skylight room** is used for the **cutting and trimming department**. This room is the **best adapted** to the business of any similar room in the **city**, besides being the **largest**, and possessing all the **conveniences** that a great clothing business can suggest. The **lower floor** and **basement** embraces a space equal to **two-thirds** of an acre, and is pronounced the **largest room** for the **sale of clothing** as a specialty, at **retail**, in the **United States**, it covering **14,500 square feet**, while the **basement** embraces **even a larger area** than this. The **total area covered by the establishment of B. W. Currier & Co.** is almost **two acres**.

The firm is one of the **heaviest** of its kind in the **country**, and gives employment to about **1,500 persons**, who are scattered all over the **State**. The **trade of the firm** is **mostly confined** to **New England**, although it has **extensive Western business connections**. It also has several large **branch establishments**, each of which do a very large business **annually**. The **building occupied by this firm** is, probably, the **finest mercantile structure** in the **city**, and in some respects **it is palatial**.

The **rooms occupied by this great clothing house** are **provided** with all the **modern improvements**, such as **telephones, electric bells, elevators, fire-escapes, etc.** The **building itself** is **fire-proof**, or as near **fire-proof** as a building can be **made**, and is one of the **most substantial and ornamental of its class** on **Washington Street**.



NEW MARLBORO' BUILDING.

BIGELOW, KENNARD AND CO.

This well-known house is one of the landmarks of the city, having been formed Jan. 1, 1830, by John Bigelow, changing in 1835 to John Bigelow & Co., and in 1839 to Bigelow Bros., and in 1846 to Bigelow Bros. & Kennard, and in 1868 to its present style.

Of its former partners, both Messrs. Alanson and Abraham O. Bigelow have been in the Board of Aldermen, and Mr. M. P. Kennard is the present Assistant U. S. Treasurer.

The first location was on Washington Street, two doors below Court, then the centre of business; but it has had its "three removes" on Washington Street, although escaping the great fire. Its present location is on the corner of Washington and West Streets, in a granite building, owned by them, and erected for the business in 1867. These premises, that were considered very spacious at that date, have been enlarged by the store formerly used for the wholesale department, and again this spring by an adjoining store, making a "fine-art room" not excelled in the city.

For the past twenty-five years a buyer has annually visited Europe in search of novelties, and their selections have never failed to please the artistic taste of Boston, confessedly the most difficult to suit in the country.

The recent improvement in real estate has caused many houses to be erected on our beautiful West End avenues, and Messrs. Bigelow, Kennard & Co. have furnished many of them with all the articles of utility and ornament that their business supplies.

A glance through their store reveals a choice collection of goods from the noted manufactories of Europe and America, and, whether for household use or adornment of dwelling or person, the most exacting taste or the poorest purse can be satisfied.

Strangers, whether intending to purchase or not, are always welcome, and a stroll through their warerooms will excite admiration in any one with an eye for the beautiful.

THE WEBER PIANOS.

In 1857, Mr. Albert Weber, of New York, a piano-player of some note, and with a mechanical knowledge of the instrument, gained through years of employment in a piano manufactory, commenced business on his own account.

Bringing to the business his experience as a player and workman, a knowledge of what a piano should be, he at once introduced to public notice an instrument that was a favorite with all, especially the vocal artists, for its near resemblance to the human voice in its sweet purity of musical tone, combined with precision, depth, strength, singing quality, and well-balanced evenness in all the registers of the scale.

These characteristics, maintained to-day with increased value through the improvements that from time to time have been made in the various parts of the piano, place the instrument far in advance of all others in the combination of those particulars considered by artists in all departments of musical learning the best, most satisfactory and necessary requisites to their practice and performances.

This piano has no superior for durability of wearing parts and tone, the latter being a feature of universal high commendation of all who have the twenty thousand of these instruments now in service, and well commends the piano of the Weber manufacture to all desiring to purchase an article as near perfect as is to be had.

L. A. ELLIOT AND COMPANY,

538 Washington Street, have (with the possible exception of Goupil & Co., New York,) the largest variety of pictures to be found in any art-store in the country. They have in their folios all new English, French, German, and American prints as soon as issued, as well as many rare and curious examples of the engraver's art. Their stock embraces steel engravings, etchings, photogravures, water-color chromos, the better class of oil chromos, Le Blond's oil prints, lithographs, and photographs, almost without number, repre-

senting the collection of nearly thirty years of business. Complete lines of "gelatine prints" (the "albertypes," so called, in particular) may always be seen. Frames are made to order from the most artistic patterns of gold, bronzed, hard wood, and ebonized mouldings. Prints are willingly shown to visitors, and any picture not in stock is obtained if possible. A new and complete catalogue of prints will be issued in the Fall, supplementary to the present catalogue, containing valuable information on art-subjects.

NEW ENGLAND CONSERVATORY OF MUSIC.

THE conservatory system of musical instruction in America was first founded in New England in 1853. It soon developed into a Musical Institute, and later into the Providence Conservatory of Music. Realizing that the finest results are possible only in large centres, after the most careful consideration the institution was removed, in February, 1867, to its present location in Music Hall, Boston, and in 1879 the New England Conservatory of Music was incorporated by special act under the laws of Massachusetts. Here its progress has been such that for many years it has been the largest music school in the world. The number of students has ranged from 500 to 1,000 each term, and more than 28,000 have been under its tuition, and have gone forth from its halls to exert their influence for good in the cultivation and refinement of society, and many of them are at this time occupying high positions in other musical and literary institutions.

The present accommodations have now become overcrowded, necessitating a change, and another step in advance has been inaugurated, which it is confidently believed will be effectual in establishing a school which shall include all the higher departments that can be found in the best schools in existence, and affording many advantages which cannot be had together elsewhere, and bringing to its aid the best musical and literary talent to be found in the world.

THE NONOTUCK SILK CO.

The Nonotuck Silk Company, although its works are about one hundred miles away from this city, can be classed among the Boston firms. The products of this company, consisting of black and colored machine twist, button-hole twist, and embroidery and sewing-silk, are kept and handled in very large quantities in Boston. The warerooms, at No. 18 Summer Street, in the four-story sandstone-front building, are expensively and admirably fitted up. Here can be seen about 500,000 spools, or about 2,500 pounds, of machine twist and sewing-silk. The Nonotuck Company, established forty-two years ago, has a remarkable history. It was the first company in the world to manufacture machine twist. Its work at Florence and Leeds have a floor-surface of 60,000 square feet, give employment to about 1,000 operatives, and consume more than 1,000,000 pounds of raw silk each year. Their production of sewing-silk and machine twist is about double that of any other works. The aggregate length of finished silk from their works exceeds 2,000 miles per day, or more than enough to encircle the globe once every two weeks.

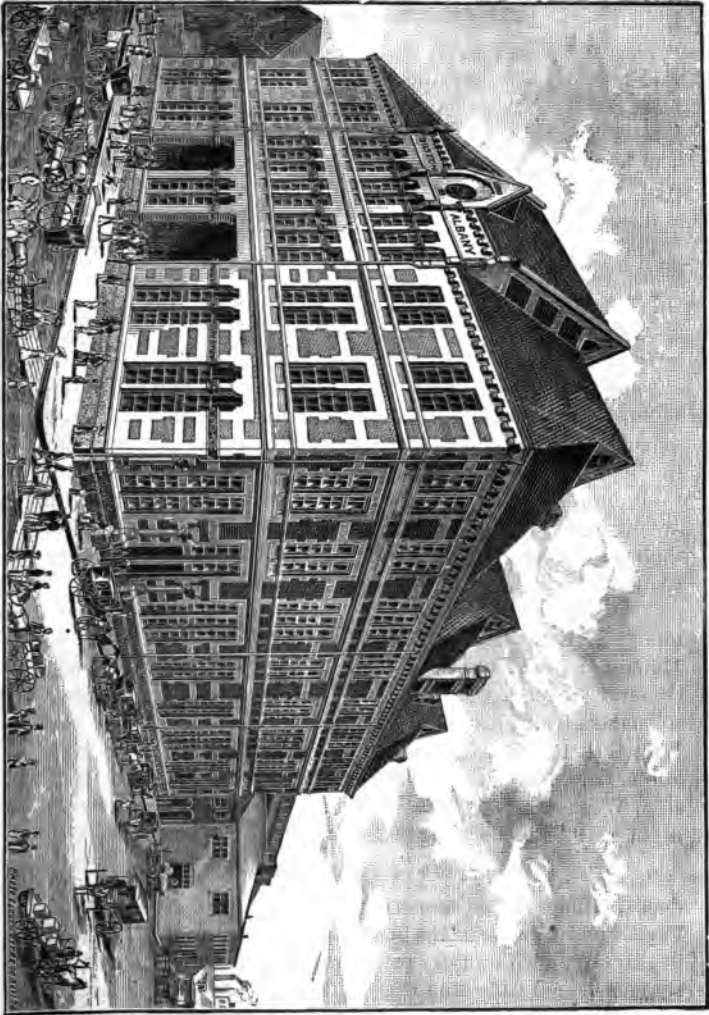
The Nonotuck silk and twist are sold under the trade-mark names of "Nonotuck" (the early Indian word for Northampton), "Corticelli," and "Florence." These brands have received medals at Philadelphia in 1876, and at Paris in 1878, besides hundreds of first premiums at state and county fairs and industrial exhibitions. The agency for the New England States is under the charge of Mr. George D. Atkins, who has been connected with the Nonotuck Company for the past twenty years.

XIII.—Steam Railroads.

BOSTON AND ALBANY RAILROAD,

situated on Beach Street, opposite the **United States Hotel**, a plain structure of brick occupying the entire square. But the company are now building an elegant depot on the street back of it—Kneeland Street—which is nearly finished, and will probably be ready for occupancy by the first of September. This is one of the most important railroads leading out of Boston, as it exceeds all the others not only in length, but in the amount of business done, both in passengers and freight. In the latter particularly it takes the lead, being the favored line for freight from the West, although others of our railroads have connections with the South and West. This road has the greater part of the land travel to New York and the South, as well as to Albany and the West. This company also owns and operates the **Grand Junction Railroad**, with its extensive wharves at **East Boston**, thereby securing deep water connection, affording ample facilities for unloading the foreign steamers and the transportation of emigrants through the city. The company also own and operate two large grain elevators, one with a capacity of 1,000,000 bushels and the other 500,000, for the purpose of supplying the city trade. The president and general manager is William Bliss, and E. Gallup is the general passenger agent. The general offices of the company are located in Boston.

Theatre trains leave the Boston Station of the **Boston and Albany R. R.** for Cottage Farm, Allston, Brighton, **Faneuil**, Newton, Newtonville, West Newton, Auburndale, **Riverside**, Rice's Crossing, Grantville, Wellesley, **Lake Crossing**, Natick and South Framingham, at 11 P. M.



NEW DEPOT. BOSTON & AIRWAY RAILROAD. KENNEL STREET.

BOSTON AND LOWELL RAILROAD.

The Boston & Lowell R. R. is the gateway for the leading railroads of New Hampshire and Vermont; through cars from the West and Canada, *via* the Central Vt. and Montreal & Boston Air Lines, reaching tide water *via* this road. The Nashua & Lowell R. R., and its branches, is leased by this corporation, and the total mileage is now one hundred and thirty-eight.

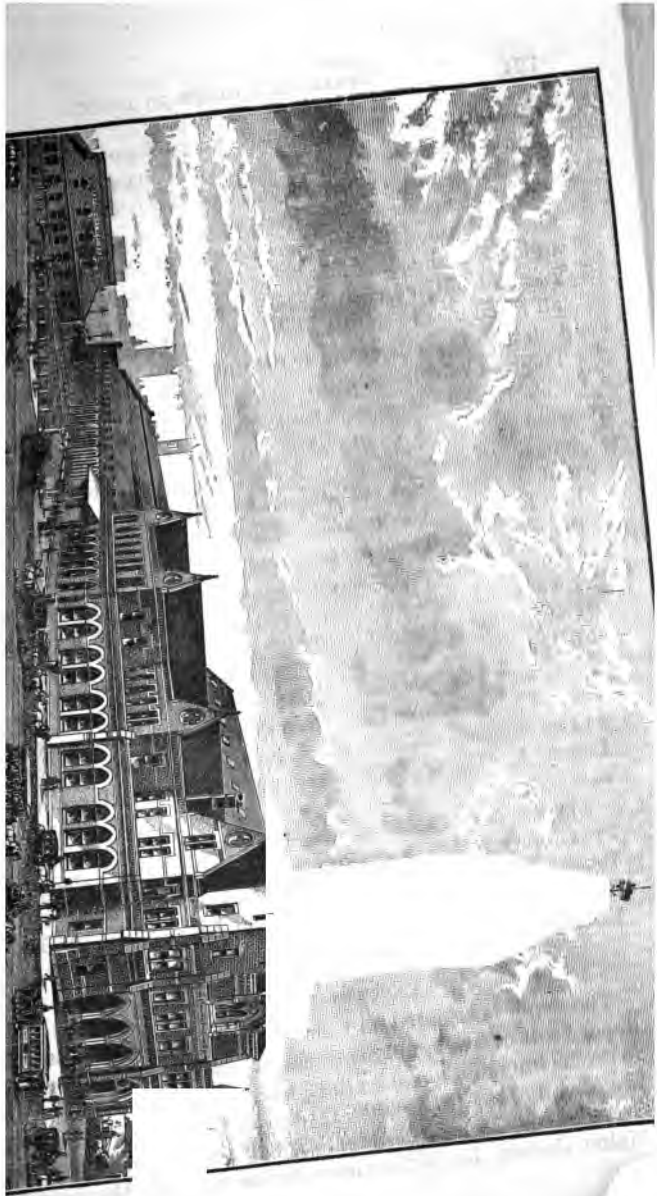
This company has a very handsome depot situated on Causeway Street, very near to the Eastern & Fitchburg; it is 700 feet long, with a frontage of 205 feet, but its main feature is the great arch of the train house, which has a clear span of 120 feet without any central support. The accommodations for passengers are very convenient and elegantly fitted up. In the centre of the depot is a magnificent and lofty marble paved hall, finished in hard wood; out of this opens the ladies' and gent's waiting rooms, restaurants, barber shop, bundle room, etc., etc. This station was built with a view to a larger and more extensive business than that of their own road, only twenty-six miles long, and in it other roads will, ere long, find train accommodations.

The officers of the company are:—J. G. Abbott, President; C. E. A. Bartlett, Manager; C. S. Mellen, Assistant Manager; J. F. Crockett, M. T. & R.; B. F. Kendrick, General Ticket Agent; J. S. Lincoln, General Freight Agent.

Theatre trains leave the Boston station of the Boston and Lowell R. R. for East Cambridge, Milk Row, Winter Hill, Somerville, North Somerville, College Hill, Medford Hillside, West Medford, Mystic, Winchester and Woburn every night at 9.30 p. m. and 11.20 p. m.

THE BOSTON AND PROVIDENCE

depot, situated on the corner of Columbus Avenue and Park Square, is one of the most elegant structures of the kind in this city, with its lofty tower and illuminated clock, and is acknowledged to be one of the finest depots in the world, with a length of 850 feet and a train-house of 600 feet long and 130 wide, covering five tracks and three platforms. In



the centre of the depot is a magnificent marble hall, profusely ornamented, 185 feet long, 44 broad and 80 high, having a fine gallery around the hall at a height of 21 feet, leading to the offices of the company. The portion assigned for the accommodation of passengers through this hall consist of large and cheerful waiting rooms, dining, smoking, reading and billiard rooms, also a barber's shop and wash room, all fitted up in the best style, equalled only by our first-class hotels. The offices of the company are on the second floor. The cost of this station was \$800,000.

Although the second railroad opened from Boston, it has from the start been one of the most successful, having a length of road of only forty-four miles, with branches and leased lines of about twenty-two miles, leading to Dedham, Stoughton, North Attleboro' and East Providence. The depots along the line are nearly new, with one or two exceptions. Locomotives and cars of the newest and most approved patterns, embracing all the modern improvements and safeguards. Passenger trains daily to Providence; three daily trains to New York *via* Shore Line, and two steamboat trains, *via* Stonington. The famous 1 P. M. Shore Line train for New York makes the run to Providence, without stop, in one hour. The president is Henry A. Whitney, and the superintendent Albert A. Folsom.

Theatre trains leave the Boston Station of the Boston and Providence R. R., for Roxbury, Boylston, Jamaica Plain, Forest Hills, Mount Hope, Clarendon Hills, Hyde Park, Readville, Green Lodge, and Canton Junction, at 10.35 P. M. Mondays, Wednesdays and Fridays, at 11.15 P. M.

EASTERN RAILROAD.

The depot is situated on Causeway St., next to the Lowell depot, built of brick, and altogether too small and inadequate to do the immense business the Eastern road has built up and are now doing. Over 6,000,000 passengers have been carried over the road in a single year. By an arrangement with the Maine Central Road they have trains running through to

Dangor, Mr., there making close connections with the railroad to St. John, N. B., besides an exceedingly large amount of local business to the cities and towns along the coast to Portsmouth. The main line now runs through consolidation with other roads from Boston to Portland, and from Conway Junction to North Conway, N.H., 180 miles in all, with branches of 102 miles in length, the total length of lines owned, leased and operated, being 282 miles, with a length of road in Massachusetts of 120 miles, New Hampshire 107 and Maine 53 miles. One of the favorite routes to the White Mountains is by the North Conway branch, connecting with the Portland and Ogdensburg, running through the midst of the mountains. But one of the best branches controlled by this road is the Gloucester branch, from Beverly through Beverly Farms, Manchester-by-the-Sea, Magnolia and Gloucester to Rockport. During the summer the travel along it is very large. The president is E. B. Phillips, and the master of transportation, D. W. Sanborn. General passenger agent, Lucius Tuttle.

Theatre trains leave the Boston station of the Eastern R.R. for Somerville, Everett, Chelsea, Revere, West Lynn, Market Street, Lynn, Chatham Street, Swampscott, and Salem, at 11.15 p. m.

FITCHBURG RAILROAD.

This depot is situated on Causeway Street, a short distance below the Eastern Depot; built in 1847. A large massive building of undressed granite, of curious and ancient architectural design. The interior of the station is roomy, having large and convenient waiting rooms, restaurant, news stand, baggage and parcel rooms nicely arranged with all the modern conveniences. This corporation has a lease of the Vermont and Massachusetts Railroad, extending from Fitchburg to Greenfield; paying tolls over the Troy and Greenfield and through the Hoosac Tunnel. The line of the main road to Fitchburg is 50 miles, and from Fitchburg to Greenfield 56 miles. The entire length of the road owned, leased and operated by this corporation is 173 miles. The Fitchburg Railroad passes through several im-

portant suburban towns, which give them an extensive local and through business.

The Hoosac Tunnel.—The history of Hoosac Tunnel is a very remarkable one, and would fill a large-sized volume. As early as 1825, a tunnel under Hoosac Mountain was projected, although it was not at first intended to run railway cars through it. In 1848 the first real step toward building the tunnel was begun. The towns along the line of the proposed Troy and Greenfield Railroad taxed themselves heavily for its prosecution, but in 1851 the Legislature was petitioned for aid to carry on the work. In 1855 it (the road) was mortgaged to the State for two millions of dollars, the contractors not being able to complete their undertaking. In 1852 the State foreclosed, and even as late as 1880 the matter remained unsettled, the former contractors claiming the right to certain allowances under the original agreement.

The vicissitudes of the tunnel have been many, and some of the first estimates of the cost and time required to complete it, seem ridiculous in view of the actual figures. It was at first supposed that the tunnel could be completed for \$1,948,557, and that 1,556 working days, making due allowance for accidents and possible hindrances, would be ample time in which to complete the work.

Mr. Barrett, an engineer of repute, made the following estimate: Without a shaft, the tunnel would consume sixty-three and one half years in its construction, and \$2,856,000. With two shafts, it could be built in thirty-one and one-half years, and would cost \$3,245,280; while with five shafts it could be finished in fifteen years, and cost \$3,829,200. The actual cost to the State, up to Jan. 1, 1880, was \$19,523,574.94. This includes all the money paid out by the State for construction, and for putting the tunnel in working order. The tunnel was cut through Nov. 27, 1873. The first passenger train to run through was on the 9th of February, 1875, and in the autumn of 1876 through passenger trains were run regularly.

The Hoosac Tunnel Dock and Elevator Company, in which

the Fitchburg Railroad Company are largely interested, have bought the Tudor, Hittenger's, Damon's and Gage's wharves in Charlestown, and will use them, together with the railroad wharf, for a system of docks, which they are building. The docks will be 500 feet long. The first one will be 100 feet wide, the second 110, the third 150, and the fourth 120. The piers will be widened and extended to the new harbor line, and all buildings now standing on them will be torn down and new ones erected. On each pier will be a two-story building, the upper story for storage purposes and the lower for loading and unloading steamers. A line of tracks will run the entire length of the several piers.

The land at the head of the piers will be occupied by a grain elevator, with a capacity of 600,000 bushels.

With facilities for loading or unloading eight of the largest sized ocean steamers at one time, with its railroad connection, and the fact that Boston is one day nearer Europe than New York is, the company will be in a position to do a large export business.

The Fitchburg Railroad Company, with its splendid terminal facilities, its connection with the Hoosac Tunnel Dock and Elevator Company's series of wharves, the New York Central and Hudson River and Erie Railroads, and their Western connections, places it in a situation which will enable it to successfully compete with the other trunk lines, for the constantly increasing European business, seeking Boston as a terminus.

Theatre trains leave the Boston Station of the Fitchburg R. R. for Charlestown, Union Square, Somerville, Cambridge, Brick Yards, Fresh Pond, Mount Auburn, East Watertown, Union Market, Watertown, Bemis Station, Ætna Mills, Bleachery, Chemistry, and Waltham, at 11.15 P. M.

OLD COLONY RAILROAD.

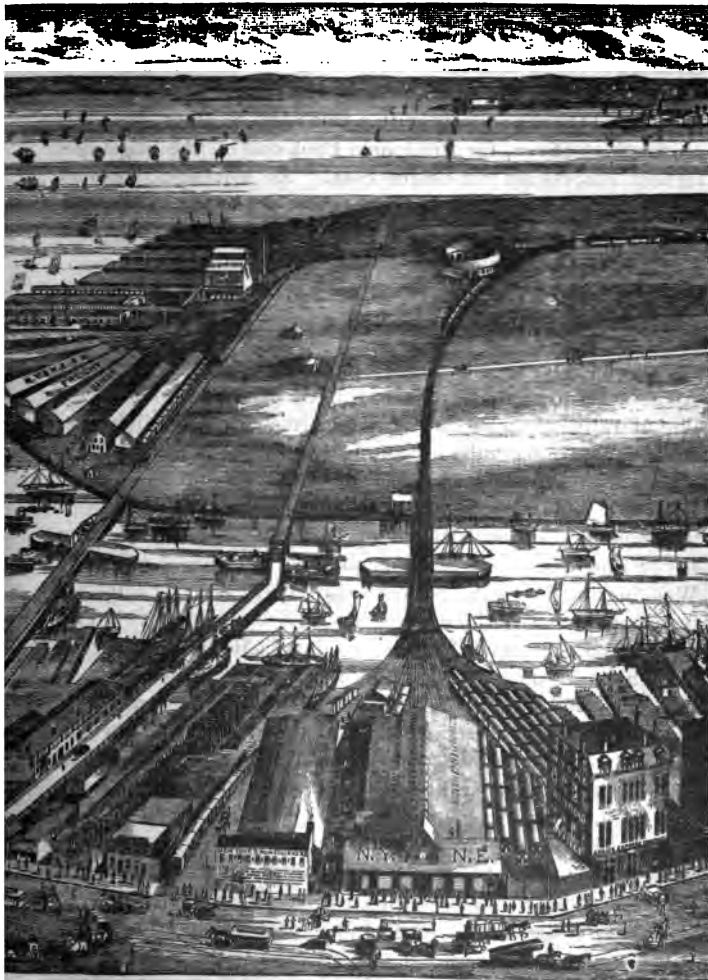
The depot is located at the corner of South and Kneeland Streets, a plain building with no architectural pretensions, but within, large, roomy and very convenient, with its wait-

ing rooms and offices. This corporation controls the entire south shore of Massachusetts and Cape Cod; they also own the road and steamboats of the popular Fall River Line to New York. The main line is 177 miles in length, and with its various branches which it controls and operates, in all 475 miles of rail line, together with 225 miles of steamship routes, making in all 700 miles of land and water routes. This company also controls the Union freight railway in this city, which is simply a distributor of freight from the railways to the wharves of the city, for loading steamships and other vessels. By means of this railway, elevator and dummy engines, a steamer can be loaded in 24 hours. This company has been remarkably successful in its business from its commencement. The officers of this company are:—Chas. F. Choate, President, Boston; J. M. Washburn, Treasurer, Boston; J. R. Kendrick, Superintendent, Boston; J. H. French, Assistant Superintendent, Boston; S. A. Webber, Assistant Superintendent, Fitchburg; C. H. Nye, Assistant Superintendent, Hyannis; J. Sprague, Jr., G. P. & T. A., Boston; S. C. Putnam, General Freight Agent, Boston. General offices at the depot in Boston.

Theatre trains leave the Boston station of the Old Colony R. R. for Crescent Avenue, Savin Hill, Harrison Square, Neponset, Atlantic, Wollaston Heights, Quincy, Quincy Adams, Braintree and South Braintree, at 11.15 P. M.

BOSTON AND MAINE RAILROAD.

The depot is located in Haymarket Square, foot of New Washington Street, occupying a very prominent position on the square. The interior is cheerful and well arranged. This road has a very large local business with the towns of Malden, Melrose, Reading, Wakefield and Andover, also the cities of Lowell, Haverhill and Lawrence. In 1873 the Boston and Maine was opened to Portland, and from that time became the favorite route on account of its passing along the Maine coast, near the sea-side hotels, and its close connection at Portland with the Maine Central, Grand Trunk, and Portland and Ogdensburg railroads for the White Moun-



WIND'S-EYE VIEW OF THE SOUTH BOSTON FLATS, AND N. Y. AND N. E. RAILROAD.

tains, and all Eastern points reached by this line. At Old Orchard a beach railroad runs along the beach, within a short distance of the surf, to Camp Ellis, a distance of four miles, and there connects with a fine new steamer, running on the Saco River, for Biddeford Pool, one of the most delightful resorts on the entire coast. At Portland, besides the railroad connections, steamers run almost daily to and from Mt. Desert, St. John, N. B., and Halifax, N. S., and all Eastern points connecting with the through trains.

NEW YORK AND NEW ENGLAND RAILROAD.

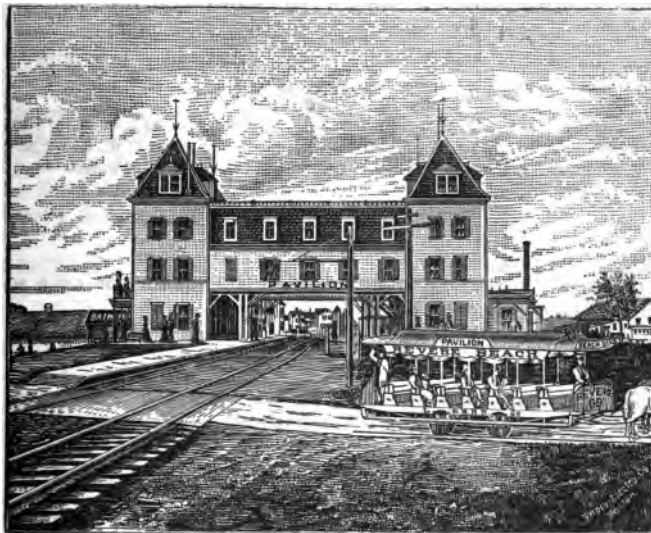
This depot is located at the foot of Summer Street, on Atlantic Avenue. The corporation owning and operating a line of railroad and steamboats, aggregating 500 miles, also control an independent Sound line of steamers to New York, through the leases of the Norwich and Worcester Railroad from Worcester to Allyn's Point. By means of the transfer steamer "Maryland," running between Harlem River and Jersey City, a sleeping-car is run through to Washington, D. C., from this depot every day. Freight is transported also without breaking bulk by the "Maryland," and by connection with the Pennsylvania Railroad at Jersey City, a large amount of through Western business is done over this road. A large business of the road is operating the line from Boston and Providence, through Hartford to Fishkill on the Hudson River; from Brookline, Mass., to Woonsocket, R. I.; and branches to Southbridge, Rockville and Dedham.

The officers of the company are—James H. Wilson, President; O. M. Shepard, Superintendent of Transportation; A. C. Kendall, General Passenger Agent.

Theatre trains leave the Boston station of the New York and New England R. R. for Dudley Street, Bird Street, Mt. Bowdoin, Harvard Street, Dorchester, Mattapan, River Street, Hyde Park, Readville, Oakdale, Elmwood, Islington, Ellis's, Norwood and Norwood Central, at 10.00 and 11.15, P.M.

THE BOSTON, REVERE BEACH AND LYNN RAILROAD.

The depot is situated at the foot of High Street, on Atlantic Avenue. Passengers take the ferries to East Boston, there to connect with the narrow gauge railroad to Lynn, along the Revere beach, which is nearly five miles long. Trains run hourly during the day and evening, carrying a large number of passengers during the summer season. The Boston, Winthrop and Point Shirley road connects with this road at Winthrop Junction. Edwin Walden is president, J. G. Webster treasurer, and E. H. Whorf superintendent.



THE PAVILION HOTEL, REVERE BEACH.

XIV.—Miscellaneous.

BOSTON POST OFFICE.

Devonshire Street, between Water and Milk.

DAILY MAIL ARRANGEMENT—MAILS CLOSE:

Southern, 8 A. M., 12 M., 3, 5.15, and 9.30 P. M.; Albany, and on the route, 7.30 A. M., 2, 5 P. M.; Western, 7.30 A. M., 5 P. M.; Cape Cod, 7.30 A. M., 3.30 P. M.; Northern mail, 7.30, 11 A. M., 6 P. M.; Foreign mail, *via* New York, day previous to sailing, 7 P. M.; Eastern, 6.30, 11.30 A. M., 2.30, 6 P. M.

WHEN DUE.

Southern, 6.25, 7.45, A. M., 1.25, 3.55, 8 P. M.; Eastern, 6.30 A. M., 1.15, 5.10, 8 P. M.; Albany, 9.20 A. M., 2.55, 9.45 P. M.; Northern, 8.30 A. M., 6.25 P. M.; Western, 9.05 A. M., 2.52, 9.30 P. M.; Cape Cod, 10.10 A. M., 7.18 P. M.

CANADA MAILS.

Montreal, Canada East, close 7.30 A. M., 6 P. M.; due 6.30 A. M., 6.25 P. M. West, 5 P. M.; due, 9.30 A. M., 2.55 P. M.

SUNDAY MAILS.

A mail is made up on Sunday for Worcester, Springfield, Connecticut and Rhode Island, New York City and the South, and closes at 9.30 P. M.

MAILS FOR NEWFOUNDLAND.

POST OFFICE, BOSTON, MASS., May 23, 1861.

Hereafter a *daily* mail for Newfoundland, closing at 6 P. M., will be despatched from this office by rail to Halifax, N. S., to be forwarded thence to destination by every opportunity.

All correspondence not *specialy addressed*, to be forwarded by *steamer* from Boston or New York, *via* Halifax, will be despatched by the daily mail above referred to.

E. S. TOBEY,
Postmaster.

MONEY ORDERS,

for any amount not exceeding \$50, will be issued on deposits at this office, on payment of the following fees: On orders not exceeding \$15, 10 cents; over \$15 and not exceeding \$30, 15 cents; over \$30 and not exceeding \$40, 20 cents; over \$40 and not exceeding \$50, 25 cents. Hours from 10 A. M. to 4 P. M. Money orders are issued from all the stations except Mattapan and North Cambridge. Money orders issued on the United Kingdom, Ireland, Germany, Switzerland, France, Jamaica, New Zealand, Victoria, and New South Wales. Rates, 25 cents for every \$10.

COLLECTION AND CARRIERS' DELIVERY.

Letters collected from the street boxes at the hours marked upon them, viz.: 9, 12, 3, 6.30, 9. In the business part of the city, collected hourly. Collected from boxes at Station A, Roxbury, also from red boxes at the hours named on them.

SUNDAYS. — Letters collected from all boxes at 6 and 9 P. M.

MIDNIGHT BOXES. — Old State House, Cambridge car station, corner Tremont Row and Pemberton Square, corner Tremont Street and Montgomery Place, and Old South Church.

Letters delivered by carriers, 8, 11 A. M., 2.40, 4.40 P. M.

Extra delivery, in the business part of the city only, at 10 A. M. and 1 P. M.

RATES OF POSTAGE IN THE UNITED STATES AND TO THE BRITISH NORTH AMERICAN PROVINCES.

Letters in the U. S. per $\frac{1}{2}$ oz. (fractions same) 3 cts.; must be prepaid by postage-stamps. Letters dropped for delivery only, 2 cts. per $\frac{1}{2}$ oz. Must be prepaid by stamps. To or from the Dominion of Canada, Prince Edward's Island and Cape Breton, 5 cts. per $\frac{1}{2}$ oz., prepayment required; Newfoundland, 5 cts., prepayment optional.

REGISTERED LETTERS, 10 cts. each, in addition to regular letter postage.

POSTAL CARDS, 1 ct. each. CIRCULARS, 1 ct. for 2 ounces, or fraction thereof.

Printed newspapers, periodicals, or any other article of printed matter, 1 ct. for 2 ounces or fraction, prepaid by stamps. Newspapers and periodicals to regular subscribers, 2 cts. a lb. Regular postal delivery, when delivered by carriers, can only be made for 1 ct. each for newspapers (except weeklies) and peri-

icals not exceeding 2 ounces; 2 cts. each for periodicals weighing more than 2 ounces.

PARCEL POSTAGE.—All articles of merchandise (except liquids, poisons, explosive materials, etc., liable to injure the mails), 1 ct. for every oz., not exceeding 4 lbs. Packages to Canada are limited to 8 ounces, and must be *bona fide* samples of goods on hand to be sold from. Postage, 10 cts. per package.

SAVINGS BANKS IN BOSTON.

LOCATION, AND HOURS FOR RECEIVING DEPOSITS AND MAKING PAYMENTS.

Boston Five Cents Savings Bank, 38 School Street. Open for deposits from 9 A. M. to 2 P. M., and on Saturdays 9 A. M. to 2 P. M., 3 to 5, and 6 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Boston Penny Savings Bank, 1371 Washington Street. Open for deposits from 9 A. M. to 3 P. M. Saturdays 9 A. M. to 3 P. M., and 5 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Dorchester Savings Bank, Harrison Square, Ward 10. Open from 8½ A. M. to 1 P. M., and 4 to 7 P. M. daily.

Eliot Five Cents Savings Bank, 114 Dudley Street. Open from 8 A. M. to 4 P. M. daily.

Emigrant Savings Bank, 590 Washington Street. Open for deposits 9 A. M. to 3 P. M. daily; also on Saturdays 5 to 8 P. M. Money paid from 10 A. M. to 1 P. M. daily.

Franklin Savings Bank, 20 Boylston Street. Open for deposits and payments 9 A. M. to 2 P. M. daily; also, 3 to 5 P. M. on Saturdays.

Home Savings Bank, corner Tremont and Boylston Streets. Open for deposits from 9 A. M. to 2 P. M. daily, and 9 A. M. to 3 P. M. on Saturdays. Money paid from 10 A. M. to 1 P. M. daily.

Institution for Savings in Roxbury and vicinity, 2343 Washington Street.

Mercantile Savings Institution, 337 Washington Street. Open for deposits and to pay money from 9 A. M. to 3 P. M. daily.

North End Savings Bank, 57 Court Street. Open for deposits 9 A. M. to 2 P. M. daily. Money paid from 10 A. M. to 1 P. M. daily.

Provident Institution for Savings, 36 Temple Place. Open for deposits and money paid from 9 A. M. to 2 P. M. daily.

Suffolk Savings Bank for Seamen and others, 47 and 49 Tremont Street. Open for deposits and payments from 9 A. M. to 2 P. M. daily.

Union Institution for Savings, 37 Bedford Street. Open for deposits and payments from 9 A. M. to 3 P. M.; also 5 to 8 P. M. on Saturdays for deposits only.

Warren Institution for Savings, 25 Main Street. Open from 9 A. M. to 1 P. M. daily; also Wednesdays and Saturdays from 3½ to 4½ P. M.

West Boston Savings Bank, corner of Cambridge and Staniford Streets.

SOLDIERS' MESSENGER CORPS,

For the delivery of Messages, Letters, Small Packages, Circulars, etc., in Boston and immediate vicinity. D. O. Balcom, Superintendent, office 34 Pemberton Square.

STATIONS.

- 1 Pemberton Square.
- 2 Corner of Water and Washington Streets
- 3 Scollay Square.
- 4 Union Park and Concord Square.
- 5 Merchants Row, corner of State Street.
- 6 Milk, corner Washington Street.
- 7 Corner of Summer and Washington Streets.
- 8 Boston and Albany depot.
- 9 Boston and Providence depot.
- 10 Old State House, corner Washington and State Streets.
- 11 Corner of Winter and Tremont Streets.
- 12 Front Merchants Bank, 28 State Street.
- 13 Front Boylston Market, Washington Street.
- 14 Corner of Charles and Chestnut Streets.
- 15 Athenæum, 12 and 14 Beacon Street.

- 16 Corner of Arlington and Beacon Streets.
- 17 Congress Street, corner Post Office Square.
- 18 Liberty Square.
- 19 Opposite Horticultural Building, 100 Tremont Street.
- 20 Corner Devonshire and Milk Streets.
- 21 Lowell and Eastern depots.
- 22 State House.
- 23 Front of Merchants Exchange, State Street.
- 24 Front of Parker House, on School Street.

TARIFF.

To any point in Boston, north of Dover Street and east of Berkeley Street, 15 cents; to any point in Boston, north of Dover Street and east of Berkeley Street, with return letter or parcel, 25 cents; to any point in Boston south of Dover Street (old city limits) and west of Berkeley Street, 20 cents; to any point in Boston, south of Dover Street (old city limits), and west of Berkeley Street, with return letter or parcel, 30 cents; to East or South Boston, Charlestown, Cambridge, Highlands, or any point out of Boston proper, per hour, 25 cents.

Circulars delivered according to agreement with the superintendent. Extra messengers, to be paid by the day or week, may be had at the superintendent's office at any time. Complaints from any cause whatever, made to the superintendent, at his office, 43 Pemberton Square, will secure prompt attention.

HACK FARES.

OLD PORTION OF CITY AND ROXBURY.

For one adult passenger, from one place to another within the old portion of the city (except as hereinafter provided), or from one place to another within the limits of East Boston, or from one place to another within the limits of South Boston, or from one place to another within the limits of Roxbury, the fare shall be 50 cents, and for every additional adult passenger 50 cents.

For one adult passenger, from any point within the old portion of the city south of Dover Street and west of Berkeley Street, to any place north of State, Court and Cambridge Streets, or from any place north of State, Court and Cambridge Streets, to any

place south of Dover Street and west of Berkeley Street, the fare shall be \$1, and for two or more passengers, 50 cents each.

For one adult passenger, from any place in the city proper north of Essex and Boylston Streets, to any place in Roxbury north of Dudley Street and that portion of Roxbury Street between Eliot Square and Pyncheon Street, and east of Tremont Street from the Providence Railroad crossing and the Brookline line, the fare shall be \$2; for two passengers, \$1 each; for three passengers or more, 75 cents each.

For one adult passenger, from any place in the old portion of the city south of Essex and Boylston Streets, and north of Dover and Berkeley Streets, to any place in Roxbury; or from any place in Roxbury to any place in the old portion of the city south of Essex and Boylston Streets, and north of Dover and Berkeley Streets, the fare shall be \$1.50; for two passengers, 87 cents each; for three passengers, 75 cents each; for four passengers, 62½ cents each.

For one adult passenger, from any place in the old portion of the city south of Dover and Berkeley Streets, to any place in Roxbury, or from any place in Roxbury to any place in the old portion of the city south of Dover and Berkeley Streets, the fare shall be \$1; for two passengers, 75 cents each; for three or more passengers, 50 cents each.

For one adult passenger, from any point in the old portion of the city north of Boylston and Essex Streets, to any point in Roxbury south of Dudley Street and that portion of Roxbury Street between Eliot Square and Pyncheon Street, and west of Tremont Street from the Providence Railroad crossing and Brookline line, the fare shall be \$2.50; for two passengers, \$1.25 each; for three passengers, \$1 each; for four passengers, 75 cents each.

SOUTH AND EAST BOSTON.

For carrying one adult passenger from any part of the old portion of the city to either South Boston or East Boston, or from South Boston or East Boston to the old portion of the city, the fare shall be \$1; for two or more such passengers between such points, 75 cents each.

DORCHESTER.

For carrying one adult passenger from one place to another within the limits of Dorchester, the fare shall be \$1; and for two or more passengers the fare shall be 50 cents each.

For one adult passenger, from any point in Dorchester north of Centre Street, to any point in the old portion of the city south of Summer Street and Beacon Street, the fare shall be \$2.50; for two passengers, \$1.50 each; for three passengers, \$1 each; for four passengers, 75 cents each.

For one adult passenger, from any point in Dorchester north of Centre Street to any point in the old portion of the city north of Summer Street and Beacon Street, the fare shall be \$3; for two passengers, \$1.75 each; for three passengers, \$1.25 each; for four passengers, \$1 each.

For one adult passenger, from any point in Dorchester south of Centre Street to any point in the old portion of the city south of Summer Street and Beacon Street, the fare shall be \$3; for two passengers, \$1.75 each; for three passengers, \$1.25 each; for four passengers, \$1 each.

For one adult passenger, from any point in Dorchester south of Centre Street to any point in the old portion of the city north of Summer and Beacon Streets, the fare shall be \$4; for two passengers, \$2.25 each; for three passengers, \$1.63 each; for four passengers, \$1.25 each.

TELEGRAPH OFFICES.

WESTERN UNION.

Principal Office, 109 State Street. (Always open.)

Branch Offices,—All open at 8 A.M.

Hotel Brunswick,	always open.	Tremont House,	closes 8 P.M.
Station A, So. End	“ “	Quincy House,	“ “ “
Parker House,	closes 11 P.M.	Crawford House,	“ “ “
International Hotel,	“ “ “	Hotel Dartm'th, B.H.	“ “ “
Boston Post Office,	“ 10 “	Hotel Vendome,	“ “ “
B. & Prov. Depot,	“ “ “	B. & Maine Depot,	“ 6 “
B. & Albany Depot,	“ 9 “	Fitchburg Depot,	“ “ “
Revere House,	“ 8 “	East Boston P.O.,	“ 8 “

South Boston P.O., closes 8 P.M.	B. & Lowell Depot, closes 6 P.M.
City Sq., B. II. Dist., " " "	Eastern Depot, " " "
St. James Hotel, " " "	Old Colony Depot, " " "
United States Hotel, " " "	N. Y. & N.E. Depot " " "
Young's Hotel, " " "	B., R.B. & Lynn Depot, " " "
American House, " " "	23 Commercial Wharf, 5.30 "
78 Chauncey St., " 5.30 "	Shoe & L. Ex., 100 Summer, "
204 Congress St., " 6 "	State House, closes 5 "
Cor. Commercial and So.	Produce Ex. Quincy M'k't. " "
Market Sts. closes 7 "	Traveller Building, 31 State St.

MUTUAL UNION.

Principal Office, 77 Milk Street. (Open all night.)
Branch Offices, 38 Broad Street, closes 6 P.M.
 109 Atlantic Ave., " " "
 Boston Stock Exchange, " 2 "

AMERICAN CABLE COMPANY.

122 State Street.

U. S. SIGNAL SERVICE.—Equitable Building, Boston.

Seven observations are made daily, of pressure, temperature, moisture; wind, direction and velocity; clouds, amount and direction; rain, snow, etc.

Warnings of approaching storms are made from the staff on Equitable Building. The Cautionary Signal is a red flag with black square in the centre, by day, or a red light by night; and calls for caution in view of a coming storm, or winds blowing from any direction.

STEAMERS.

FOR LIVERPOOL.—Cunard Line, Cunard Wharf, East Boston, every Saturday, P. H. Du Vernet, Agent, 99 State Street. Allan Line, every Thursday, *via* Halifax, and for Glasgow direct every Friday, H. & A. Allan, 80 State Street, Agents. Liverpool and Boston Line, Warren & Co. Agents, 18 Post Office Square. Leyland Line, Thayer & Lincoln, Agents, 114 State Street. Baring Line, J. H. Sears & Co., Agents, 92 State Street.

FOR LONDON.—Anchor Line, every fortnight, and also for Glasgow direct, office, 103 State Street.

FOR HALIFAX, DIRECT.—See daily papers. Wm. H. Ring, Agent, T Wharf.

FOR PORTLAND.—Steamers John Brooks and Forest City leave India Wharf, Boston, every evening (Sundays excepted), at 7 o'clock; leave Portland for Boston every evening (Sundays excepted), at 7 o'clock, connecting, on arrival, with the earliest trains on all diverging lines. William Weeks, Agent.

FOR NEW YORK, METROPOLITAN S. S. Co.—Steamers Neptune, and Glaucus, Monday, Wednesday and Saturday, 5 P. M., H. M. Whitney, Agent, 54 Central Wharf.

FOR NORFOLK, BALTIMORE AND WASHINGTON.—Steamers Wm. Crane, Johns Hopkins and D. H. Miller, Wednesday and Saturday, E. Sampson, Agent, 53 Central Wharf.

FOR SAVANNAH.—Steamers Seminole and Worcester, W. H. Ring, Agent, 18 T Wharf.

FOR PHILADELPHIA.—Steamers, Wednesday and Saturday, end of Long Wharf, at 3 P. M., E. B. Sampson, Agent, 70 Long Wharf. Clyde's Line, every Wednesday and Saturday; freight shipped daily *via* O. C. R. R., D. D. Mink, Agent, 196 Washington Street.

FOR YARMOUTH, N. S., AND ST. JOHN, N. B.—Steamer Dominion, Tuesday, 12 o'clock, Lewis Wharf, J. G. Hall & Co., Agents, 64 Chatham Street.

FOR EASTPORT AND CALAIS, ME., ST. JOHN, N. B., DIGBY, WINDSOR, AND HALIFAX, N. S., and CHARLOTTETOWN, P. E. I.—Steamers New Brunswick and Falmouth, Monday and Thursday, W. H. Kilby, Agent, Commercial Wharf.

FOR BANGOR, VIA ROCKLAND, CAMDEN, ETC.—Every Monday, Wednesday and Friday, touching at Rockland, Camden, Belfast.

Scarfport, Bucksport, Winterport and Hamden, leave Lincoln's wharf, foot of Battery Street, at 5 o'clock P. M. Horse-cars to all parts of Boston to and from Lincoln's wharf every seven minutes. James Littlefield, Agent.

Excursion steamers leave Rowe's wharf for Hull, Hingham, Downer's Landing, Nantasket Beach, Long Island and Lovell's Grove.

COACHES.

CITIZENS' LINE OF COACHES

run from Northampton Street, Boston, to foot of Salem Street, Charlestown, every three minutes, from 5.45 A. M., to 9.30 P. M. Returning every three minutes, from 6.15 A. M. to 10.30 P. M.

PEOPLE'S LINE OF COACHES

run from Summer Street, Boston, to Inman Square, Cambridge, every ten minutes, from 7 A. M. to 8 P. M. Also run between head of Summer Street and Rowe's Wharf.

PEOPLE'S COACHES

run from Upham's Corner to Neponset every half hour.

BARGES leave Bowdoin Square to connect with all the harbor and excursion boats, also the Lynn and Revere Beach Railroad on Atlantic Avenue.

HERDIC COACHES.

The late introduction of this useful class of carriages, four and eight-seated cabs, have proved a great convenience to the general public, running to and fro to the Northern and Southern depots, at the low price of 10 cents each fare, or four tickets for 25 cents. For one or more passengers, from one point to another within the limits of the city proper, north of Dover and Berkeley Streets, 25 cents each. For one or two passengers, from any point within the limits of the city proper, to a point within the city proper south of said streets, 35 cents each passenger. For three or four passengers, \$1.00.

THE STREET-RAILWAY SYSTEM IN BOSTON

is quite extensive, and remarkably well conducted, although controlled by a few companies; still, with the lively competition, each strives to put forward the best accommodations for the public; consequently the cars are neat, clean, and attractive, and generally first-class. All parts of the city can be reached by a ride in the street-cars. They can always be found at every railroad depot, and at some of the steamboat wharfs; so the traveller can at all times be sure of transportation from his place of arrival to his place of destination,—if not by one direct ride, at most by one transfer ticket. Over one hundred and forty miles of track are now laid in the city of Boston, by the following railroad companies:—

Metropolitan Street Railway Co., capital,	\$1,500,000
Highland “ “ “	850,000
Union “ “ (paid up) “	874,300
Middlesex “ “ “	400,000
South Boston “ “ “	460,000
Lynn & Boston “ “ “	200,000

HORSE RAILROAD RULES.

The following rules are laid down by the different Horse Railroad Companies, and as they are intended for the comfort, convenience and safety of passengers, it is hoped that they will be appreciated and followed by the travelling public:—

Getting on or off the front platform, riding on the steps, or talking with the driver is prohibited.

Never get on or off a car while it is in motion; notify the conductor, and wait until the car is stopped.

No disorderly or intoxicated person will be allowed to ride on the cars.

No smoking is allowed on the cars, excepting on the three rear seats of the open cars.

Full fare will be charged for children occupying seats which may be required by other passengers.

Articles lost in the cars may be inquired for at the offices of the different companies.

Peddling in the cars is prohibited.

No dogs allowed in the cars.

**HORSE CARS RUNNING FROM THE NORTH TO THE
CITY PROPER.**

MIDDLESEX RAILROAD.

CHARLESTOWN NECK AND SOUTHERN DEPOTS.

Distance, 3½ miles. Time, 37 minutes.

These cars leave Franklin Street, East Somerville, passing through Broadway, East Somerville, Main Street and City Square, Charlestown, over Warren Bridge, through Beverly Street, Haymarket Square (Boston & Maine Depot), Washington, Summer, Lincoln, and Beach streets to Southern Depots. RETURNING *via* Beach, Boylston, and Tremont streets, Cornhill, Washington Street (Boston & Maine Depot), Beverly Street, Warren Bridge, Park and Warren streets, over same route back to station.

First car leaves Franklin Street, East Somerville, 5.30 A. M. Last car, 11.20 P. M. First car leaves Southern Depots at 6.50 A. M. Last car, 11.54 P. M. Run on 10-minute time.

CHARLESTOWN NECK AND TEMPLE PLACE.

Distance, 2½ miles. Time, 31 minutes.

These cars leave Franklin Street, East Somerville, passing through Broadway, East Somerville, Main Street and City Square, Charlestown, Warren Bridge, Beverly Street, Haymarket Square, and Washington Street to Temple Place. RETURNING *via* Tremont Street, Cornhill, Washington Street, Haymarket Square, Charlestown Street, Charles River Bridge, City Square, Park, Warren, and Main streets (Charlestown), Broadway (East Somerville), to Franklin Street.

First car leaves Franklin Street, 6.07 A. M. Last car, 10.30 P. M. First car leaves Temple Place, 6.33 A. M. Last car, 11 P. M. Run on 10-minute time.

BUNKER HILL AND TEMPLE PLACE.

Distance, 2¼ miles. Time, 24 minutes.

Cars leave stable on Bunker Hill Street, head of Sullivan Street, passing through Bunker Hill and Chelsea streets to City Square, Warren

Bridge, Beverly and Washington streets to Temple Place. RETURNING via Tremont Street, Cornhill, New Washington Street, Haymarket Square, Charles River Bridge, City Square, Park, Henley, Chelsea, and Bunker Hill streets to stable.

First car leaves Bunker Hill Street, 5.52 A. M. Last car, 11.05 P. M. First car leaves Temple Place, 6.16 A. M. Last car, 11.29 P. M. Run on 7½-minute time.

UNION SQUARE AND TEMPLE PLACE.

Distance, 8½ miles. Time, 40 minutes.

Cars leave Union Square, passing through Washington Street (Somerville), Cambridge and Main streets to City Square (Charlestown), Charles River Bridge, Charlestown and Washington streets to Temple Place. RETURNING via Tremont Street, Cornhill, Washington Street, Haymarket Square, Charles River Bridge, City Square, Park, Warren, Main, and Cambridge streets (Charlestown), over same route to Union Square.

First car leaves Union Square, 6.20 A. M. Last car, 10.40 P. M. First car leaves Temple Place, 7 A. M. Last car, 11.20 P. M. Run on 20-minute time.

WINTER HILL AND SCOLLAY SQUARE.

Distance, 3½ miles. Time, 35 minutes.

Cars leave Broadway, Winter Hill, opposite Sycamore Street, passing through Broadway, Somerville, Main Street to City Square, Charlestown, Charles River Bridge, Charlestown Street, Haymarket Square, Sudbury Street to Scollay Square. RETURNING via Cornhill, Washington Street, Haymarket Square, Charlestown Street, Charles River Bridge, City Square, Park, Warren, and Main streets, Charlestown, Broadway, to Winter Hill.

First car leaves Winter Hill, 6.05 A. M. Last car, 10.50 P. M. First car leaves Scollay Square, 6.40 A. M. Last car, 11.25 P. M. Run on 15-minute time.

MALDEN AND BOSTON.

DIRECT LINE.

Distance, 5½ miles. Time, 55 minutes.

Cars leave Malden, passing through Pleasant Street (Malden), Main Street (Everett), Malden Bridge, Main Street (Charlestown), and over the same route as Winter Hill line.

First car leaves Malden, 6.20 A. M. Last car, 6.20 P. M. First car leaves Scollay Square, 7.15 A. M. Last car, 7.15 P. M. Run on 30-minute time.

MALDEN AND BOSTON, via EVERETT SQUARE.

Distance, 5½ miles. Time, 1 hour.

Cars leave Malden, at Medford line, passing through Pleasant Street (Malden), Everett Square and School Street (Everett), Malden Bridge, and over same route as Winter Hill Line.

First car leaves Malden, 6 A. M. Last car, 10 P. M. First car leaves Scollay Square, 7 A. M. Last car, 11 P. M. Run on 30-minute time on the even hours and half-hours.

This line and the preceding one constitute a 15-minute line between Malden and Boston.

NOTE.

From Scollay Square and Cornhill take cars for Winter Hill, Malden, Everett, Revere Beach, City Point, Charlestown, Lynn, and other lines

**HORSE CARS RUNNING FROM THE NORTH TO THE
CITY PROPER.**

UNION RAILWAY.

HARVARD SQUARE TO BOWDOIN SQUARE.

HARVARD SQUARE LINE.

Distance, $3\frac{1}{2}$ miles. Time, 33 minutes.

These cars leave Harvard Square (Old Cambridge), passing through Main Street (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves Harvard Square, 5 A. M. Last car leaves Harvard Square at 12 P. M. First car leaves Bowdoin Square, 5.30 A. M. Last car, 12.30 A. M. Cars run to Harvard Square every 4 minutes.

Night cars leave Harvard Square at 12 P. M., and 1, 2, 3, 4, 5, A. M. Night cars leave Bowdoin Square at 12.30, 1.30, 2.30, 3.30, 4.30, and 5.30 A. M.

These cars run direct to Harvard College, affording a good view of Charles River.

CAMBRIDGE TO BOWDOIN SQUARE.

NORTH AVENUE LINE.

Distance, 5 miles. Time, 50 minutes.

These cars leave station on North Avenue, passing through North Avenue and Main Street (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves station on North Avenue, 5.50 A. M. Last car, 10.50 P. M. First car leaves Bowdoin Square, 6.40 A. M. Last car, 11.40 P. M. Run on 15-minute time till 6.50 A. M.; 10-minute time till 6.50 P. M.; 15-minute time till 10.50 P. M. Sundays, first car leaves North Avenue at 8.20 A. M. Run on 10-minute time.

ARLINGTON TO BOWDOIN SQUARE.**ARLINGTON LINE.**

Distance, 7 miles. Time, 1 hour 5 minutes.

These cars leave Arlington, passing through Arlington Avenue, North Avenue and Main Street (Cambridge), and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves Arlington, 6.05 A. M. First car leaves Bowdoin Square, 7.10 A. M. Last car leaves Arlington, 10.05 P. M. Last car leaves Bowdoin Square, 11.10 P. M. Run every hour week-days, and every half-hour on Sundays.

BRIGHTON TO BOWDOIN SQUARE.**BRIGHTON LINE.**

Distance, 6 miles. Time, 55 minutes.

These cars leave Brighton, passing through Cambridge, River, and Main streets (Cambridge) and Cambridge Street (Boston) to Bowdoin Square. RETURNING *via* Green and Chambers streets over same route.

First car leaves Brighton, 5.55 A. M. Last car, 10.45 P. M. First car leaves Bowdoin Square, 6.45 A. M. Last car, 11.30 P. M. Run on 30-minute time.

HARVARD SQUARE TO BOWDOIN SQUARE.**BROADWAY LINE.**

Distance, 3½ miles. Time, 33 minutes.

These cars leave Harvard Square, passing through Broadway (Cambridgeport) and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves Harvard Square, 5.55 A. M. Last car, 10.25 P. M. First car leaves Bowdoin Square, 6.30 A. M. Last car, 11 P. M. Run on 30-minute time.

EAST CAMBRIDGE TO BOWDOIN SQUARE.**SPRING STREET LINE.**

Distance, 3½ miles. Time, 35 minutes.

These cars start from Spring Street, passing through Somerville Avenue, and Bridge Street (East Cambridge), Leverett, Merrimac, and Chardon streets (Boston) to Bowdoin Square. RETURNING: Leave Bowdoin Square, passing through Green and Leverett streets, over same route

First car leaves Spring Street, 5.40 A. M. Last car, 10.45 P. M. First car leaves Bowdoin Square, 7.15 A. M. Last car, 11.20 P. M. Run on 15-minute time, with extra trips morning and night.

CAMBRIDGE TO BOWDOIN SQUARE.

PEARL STREET LINE.

Distance, 3 miles. Time, 30 minutes.

These cars leave River Street, passing through Putnam Avenue, Pearl and Main streets (Cambridge), Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green and Chambers streets, over same route.

First car leaves River Street, 6.15 A. M. Last car, 10.30 P. M. First car leaves Bowdoin Square, 6.45 A. M. Last car, 11 P. M. Run on 15-minute time.

CAMBRIDGEPORT TO BOWDOIN SQUARE.

CENTRAL SQUARE LINE.

Distance, 2½ miles. Time, 20 minutes.

These cars leave Central Square (Cambridgeport), passing through Main Street, and Cambridge Street (Boston) to Bowdoin Square. RETURNING through Green, Chambers, and Cambridge streets, over same route.

Cars pass Central Square every 3 minutes during the day, and every 5 minutes during the evening.

EAST CAMBRIDGE TO BOWDOIN SQUARE.

EIGHTH STREET LINE.

Distance, 1½ miles. Time, 20 minutes.

These cars leave Eighth Street (East Cambridge), passing through Leverett, Merrimac, and Chardon streets (Boston) to Bowdoin Square. RETURNING through Green and Leverett streets, over same route.

First car leaves Eighth Street, 5.40 A. M. Last car, 11.40 P. M. First car leaves Bowdoin Square, 6 A. M. Last car, 12 P. M. Run to accommodate pressure of travel. Cars pass station every 3 minutes during the day, and 5 minutes during the evening.

MOUNT AUBURN TO BOWDOIN SQUARE.

MOUNT AUBURN LINE.

Distance, 5 miles. Time, 50 minutes.

These cars leave Mount Auburn, passing through Brattle, Craigie, Garden, and Main streets (Cambridge), and Cambridge Street (Boston)

to Bowdoin Square. RETURNING *via* Green, Chambers, and Cambridge streets (Boston), over same route.

First car leaves Mount Auburn, 5.30 A. M. Last car, 10.15 P. M. First car leaves Bowdoin Square, 6.15 A. M. Last car, 11 P. M. Run on 15-minute time till 7.15 P. M.; 30-minute time till 10.15 P. M.

**NEWTON AND WATERTOWN TO BOWDOIN SQUARE.
NEWTON AND WATERTOWN LINE.**

Distance, 7½ miles. Time, 1 hour 10 minutes.

First car leaves Newton, 5.50 A. M. Last car leaves Newton, 9.50 P. M. First car leaves Bowdoin Square, 7 A. M. Last car leaves Bowdoin Square, 11 P. M. Run on 30-minute time. Sundays, first car leaves Newton at 7.20 A. M. Run on 30-minute time.

**EAST CAMBRIDGE TO SCOLLY SQUARE.
BALDWIN STREET LINE.**

Distance, 2¼ miles. Time, 23 minutes.

These cars leave Baldwin Street, passing through Cambridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets to Scollay Square. RETURNING through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over the same route.

First car leaves Baldwin Street, 5.30 A. M. Last car, 11.30 P. M. First car leaves Scollay Square, 6 A. M. Last car, 12 P. M. Run on 5-minute time.

**CAMBRIDGEPORT TO SCOLLY SQUARE.
PROSPECT STREET LINE.**

Distance, 2¼ miles. Time, 30 minutes.

These cars leave Central Square (Cambridgeport), passing through Prospect and Cambridge streets, Cambridge, Leverett, Causeway, Merrimac, Chardon, and Sudbury streets to Scollay Square. RETURNING through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Central Square 6.35 A. M. Last car, 11.15 P. M. First car leaves Scollay Square, 7.05 A. M. Last car, 11.45 P. M. Run on 15-minute time.

WEST SOMERVILLE TO SCOLLAY SQUARE.**WEST SOMERVILLE LINE.**

Distance, 4½ miles. Time, 45 minutes.

These cars leave Dover Street (West Somerville), passing through Somerville Avenue, Bridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets (Boston) to Scollay Square.

RETURNING: Leave Scollay Square, passing through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Dover Street station, 5.40 A. M. Last car, 10.40 P. M. First car leaves Scollay Square, 6.25 A. M. Last car, 11.25 P. M. Run on 30-minute time.

CAMBRIDGE TO SCOLLAY SQUARE.**CAMBRIDGE STREET LINE.**

Distance, 3½ miles. Time, 35 minutes.

These cars leave Harvard Square, passing through Cambridge Street (East Cambridge), Leverett, Causeway, Merrimac, Chardon, and Sudbury streets (Boston) to Scollay Square. RETURNING: passing through Cornhill, New Washington, Merrimac, Lowell, and Brighton streets, over same route.

First car leaves Harvard Square, 6.10 A. M. Last car, 11.25 P. M. First car leaves Scollay Square, 6.50 A. M. Last car, 12 P. M. Run on 15-minute time.

BRIGHTON TO PROVIDENCE DEPOT.**OAK SQUARE (BRIGHTON) LINE.**

Distance, 8 miles. Time, 1 hour 10 minutes.

These cars leave Oak Square (Brighton), passing through Washington, Cambridge, and Main streets (Cambridge), Cambridge Street (Boston) to Bowdoin Square, Court, Tremont, and Boylston streets to Providence Depot. RETURNING: Leave Providence Depot, passing through Charles Street, and return over same route.

First car leaves Oak Square, 6 A. M. Last car, 10 30 P. M. First car leaves Providence Depot, 7.10 A. M. Last car, 11.40 P. M. Run on 30-minute time.

NOTE.

From Bowdoin Square take cars for Cambridge, Brighton, Harvard Square, Arlington, Watertown, and Mount Auburn.

**HORSE CARS RUNNING FROM THE NORTH TO THE CITY
PROPER.****LYNN AND BOSTON RAILROAD.****PASSENGER STATION IN BOSTON, 71 CORNHILL.****SWAMPSCOTT, LYNN AND BOSTON LINE.**

Distance, 12 miles. Time, 2 hours.

Leave Mudge's Square, Swampscott, passing over Humphrey Street to Lewis Street, Lynn, then through Central Square, Lynn Common, and *via* old Salem Turnpike to Chelsea Street, Charlestown, to Charlestown Square, across Warren Bridge, through Beverly Street, Haymarket Square, Sudbury and Court streets to Scollay Square. RETURNING: passing through Cornhill, Washington Street, Haymarket Square, Charlestown Street, over Charles River Bridge, Charlestown Square, Park and Henley streets to Chelsea Street, and by same route as above to station.

First car leaves Swampscott at 7.20 A. M. First car leaves Boston at 8.20 A. M. Run every hour. Last car leaves Swampscott at 9.20 P. M.; Sundays, 8.20 P. M. Last car leaves Boston at 11.20 P. M.; Sundays, 10.20 P. M. Cars leave Central Square, Lynn, twenty minutes after leaving Swampscott.

REVERE AND BOSTON LINE.

Distance, 6 miles. Time, 1 hour.

Leave Revere, passing through old Salem Turnpike, to Chelsea Street, Charlestown, thence over same route in and out as Lynn and Boston line.

First car leaves Revere at 6 A. M. First car leaves Boston at 6.55 A. M. Run on 30-minute time. Last car leaves Revere at 10.20 P. M.; Sundays, 9.20 P. M. Last car leaves Boston at 11.20 P. M.; Sundays, 10.20 P. M.

REVERE BEACH LINE.

Distance, 7 miles. Time, 1 hour 10 minutes.

These cars run same as Revere and Boston line, except that the cars start from Beach Street, Revere Beach.

First car leaves Beach Street at 9.35 A. M. First car leaves Boston at 8.20 A. M. Run on 30-minute time. Last car leaves Beach Street at 10.05 P. M.; Sundays, 9.05 P. M. Last car leaves Boston at 8.20 P. M.; Sundays, 8.20 P. M.

CHELSEA TO SCOLLY SQUARE.
CHELSEA LINE.

Distance, 4½ miles. Time, 42 minutes.

Leave station on Washington Avenue, Chelsea, passing through Washington Avenue, Broadway, across Chelsea Bridge to Chelsea Street, Charlestown, to Charlestown Square, across Warren Bridge, through Beverly Street, Haymarket Square, Sudbury and Court streets to Scollay Square. RETURNING: Leave Cornhill, passing through Washington and Charlestown streets, Charles River Bridge, Park and Henley streets to Chelsea Street, across Chelsea Bridge to Broadway, Chelsea, through Washington Avenue to station.

First car leaves Washington Avenue at 6.05 A. M. First car leaves Boston at 6.47 A. M. Run on 5 and 10 minute time. Last car leaves Washington Avenue at 11.28 P. M.; Sundays, 10 P. M. Last car leaves Boston at 12.10 A. M.; Sundays, 10.42 P. M.

NOTES.

On arrival at the Eastern Railroad Depot, we find seven different lines of Horse Cars to convey us to the various points, South, East and West.

One car to the Norfolk House,	See page 153
" " " Providence Depot,	" " 153
" " to Warren Street, Boston Highlands,	" " 156
" " " Rowe's Wharf,	" " 156
" " " Lenox Street, through Tremont, South,	" " 156
" " to the Boston & Maine Depot,	" " 156
" " " Old Colony Depot,	" " 173
" " " Boston & Albany Depot,	" " 173

It is the same as above on arrival at the Fitchburg Depot and the Boston & Lowell Depot.

HORSE CARS RUNNING FROM THE SOUTH TO THE CITY PROPER.**HIGHLAND STREET RAILWAY.****TO CORNHILL.****WARREN STREET AND CORNHILL.**

Distance, 3½ miles. Time, 35 minutes.

These cars leave corner of Woodbine and Warren streets, pass through Warren and Dudley streets, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street, Temple Place, Tremont Street, Shawmut Avenue, and same as above.

First car in from Woodbine Street, 6.18 A. M. First car out from Cornhill, 6.53 A. M. Run on 10-minute time. Last car in, 10.18 P. M. Last car out, 10.53 P. M. After 7 P. M. these cars run to Grove Hall and Oakland Garden during the summer season.

MOUNT PLEASANT AND CORNHILL.

Distance, 4 miles. Time, 38 minutes.

These cars leave corner Woodbine Street and Blue Hill Avenue, passing through Blue Hill Avenue, Dudley Street, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street, Temple Place, Tremont Street, Shawmut Avenue, and as before.

First car in from Mount Pleasant, 4.35 A. M. First car out from Cornhill, 5.05 A. M. Last car in from Mount Pleasant, 10.42 P. M. Last car out from Cornhill, 11.20 P. M. Run on 10-minute time.

NORTHAMPTON STREET AND CORNHILL.

Distance, 2 miles. Time, 20 minutes.

“PROVIDENCE DEPOT.”

These cars leave corner Northampton and Tremont streets, passing through Columbus Avenue, Park Square, Boylston and Tremont streets to Cornhill. RETURNING: Leave Cornhill, passing through Washington Street and Temple Place to station by same route.

First car in, 6.25 A. M. First car out from Cornhill, 6.45 A. M. Last car in, 11.45 P. M. Last car out, 12.05 A. M. Run on 5-minute time.

GROVE HALL AND TEMPLE PLACE.

Distance, 4 miles. Time, 40 minutes.

These cars leave Grove Hall, corner of Warren Street and Blue Hill Avenue, pass through Warren and Dudley streets, Guild Row, Roxbury Street, Shawmut Avenue, Tremont, Elliot, and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont Street, *via* route as above, to station.

First car in from Grove Hall, 5.30 A. M. First car out from Temple Place, 6.05 A. M. Last car in from Grove Hall, 11.30 P. M. Last car out from Cornhill, 12.15 A. M.

NORTHAMPTON STREET AND TEMPLE PLACE.

Distance, 1½ miles. Time, 18 minutes.

These cars leave Northampton Street, passing through Columbus Avenue, Elliot and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont and Boylston streets to Columbus Avenue, Northampton Street to station.

First car leaves Northampton Street at 11.23 A. M. First car out leaves Temple Place at 11.41 A. M. Last car in leaves Northampton Street at 7.18 P. M. Last car out leaves Temple Place at 7.33 P. M. Run on 10-minute time.

DUDLEY STREET, MAINE, NORTHERN, AND EASTERN DEPOTS.

Distance, 3½ miles. Time, 27 minutes.

These cars leave passenger office, 146 Dudley Street, passing through Guild Row, Roxbury Street, Shawmut Avenue, Northampton Street, Columbus Avenue, Park Square, Boylston and Tremont streets, Scollay Square, Hanover, Washington and Canal streets to depots. RETURNING: *via* Canal and Seabury streets, Scollay Square, and Tremont Street, *via* same route.

First car in for depot, 6 A. M. First car out from depot 6.35 A. M. Last car in 7.35 P. M. Last car out 8.15 P. M. Run on 10-minute time.

These cars continue to run *via* Cornhill, over same route, until 11.33 P. M. Signal light for Cornhill and Dudley Street, blue.

These cars run every evening and Sunday afternoons to Oakland Garden, *via* Warren Street and Blue Hill Avenue, alternate, in the summer season.

**OAKLAND GARDEN AND MAINE, NORTHERN AND
EASTERN DEPOTS.**

Distance, 5 miles. Time, 50 minutes.

These cars leave Oakland Garden, corner Columbia Street and Blue Hill Avenue, passing through Blue Hill Avenue, Dudley Street, Guild Row, Roxbury Street, Shawmut Avenue, Tremont Street, Scollay Square, Hanover, New Washington and Canal streets to Depots. RETURNING by way of Canal and Sudbury streets, Scollay Square, Tremont Street, Shawmut Avenue, and as above.

First car in from Oakland Garden, 7 A. M. First car out from Depots, 7.58 A. M. Last car in, 6.06 P. M. Last car out, 7.30 P. M. Run on 20-minute time. After this time these cars run on 15-minute time, *via* Cornhill, till 10.14 P. M.

UNION HORSE-RAILROAD. — Cambridge checks or transfers are good only in cars that pass through Bowdoin Square. They are good only as follows: From Bowdoin Square to Boylston Street, or return; from Bowdoin Square to northern depots, or return.

**HORSE CARS RUNNING FROM SOUTH BOSTON TO
THE CITY PROPER.**

SOUTH BOSTON RAILWAY.

Transfer checks, good for any six-cent fare on all non-competing lines, are sold at eight cents each.

CITY POINT LINE.

Distance, $3\frac{1}{4}$ miles. Time, 38 minutes.

Leave Sixth Street stable, passing through Sixth, P, Fourth, Emerson and Dorchester streets to Broadway, Federal, Kneeland (Old Colony Depot), (Boston and Albany Depot), Beach, Washington, Milk, Congress, State, and Devonshire streets, crossing Washington, to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach Street (Boston and Albany Depot), U. S. Hotel, and Federal Street to Broadway, Dorchester, Emerson, Fourth, and P streets to Sixth Street stable.

First car in leaves stable at 6 A. M. First car out leaves Brattle Street at 6.33 A. M. These cars run every 10 minutes till 7 P. M.; every 12 minutes till 8 P. M.; and every 15 minutes till 11 P. M. Last car to Brattle Street leaves stable at 6.20 P. M. After this time these cars run to Scollay Square. Last car in for Scollay Square leaves stable at 11 P. M. Last car out leaves Scollay Square at 11.38 P. M.

Passengers receive checks for Northern Depots on payment of one fare.

CITY POINT, via BAY VIEW.

Distance, 3½ miles. Time, 40 minutes.

Leave Sixth Street stable, passing through Sixth, K, Eighth, E, and Sixth streets to Dorchester Avenue, Federal, Kneeland, (Old Colony Depot), (Boston and Albany Depot), Lincoln, Beach, Washington, Milk, Congress, State, and Devonshire streets, crossing Washington to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach to Federal Street, and then *via* inward route to stable.

First car in leaves Sixth Street stable at 6 A. M. First car out leaves Brattle Street at 6.40 A. M. These cars run on 8, 10, and 12 minute time during the day, and every 15 minutes during the evening. Last car to Brattle Street leaves stable at 6.24 P. M. After this time these cars run through Scollay Square *via* Temple Place and Tremont Street. Last car in leaves stable at 11 P. M. Last car out leaves Scollay Square at 11.40 P. M.

Passengers receive checks for Northern Depots on payment of one fare.
Passengers receive checks for Dover Street on payment of one fare.

DEPOT LINE.

Distance, 1½ miles. Time, 20 minutes.

Leave Old Colony Depot, passing through Kneeland, South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, Devonshire, and Washington streets, passing Maine Depot, Haverhill Street to Fitchburg, Lowell, and Eastern depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Merrimac, Washington, Summer, and Chauncy streets to Harrison Avenue, Beach (Boston and Albany Depot), Federal, and Kneeland streets to Old Colony Depot.

First car leaves Old Colony Depot at 6.15 A. M. First car leaves Northern Depots at 6.35 A. M. These cars run on 10-minute time all day. Last car leaves Old Colony Depot at 7 P. M. Last car leaves Northern Depots at 7.20 P. M.

Passengers receive checks to any part of South Boston on payment of one fare.

Do not run in the evening.

DORCHESTER STREET LINE.

Distance, 1½ miles. Time, 26 minutes.

Leave corner of Dorchester Street and Broadway, passing through Broadway, Federal, Kneeland, South, Beach (Boston and Albany Depot), Washington, Milk, Congress, State, Devonshire, crossing Washington, to Brattle Street. RETURNING: Leave Brattle Street, passing through Washington, Summer, and Chauncy streets to Harrison Avenue, Beach and Federal streets to Broadway, to corner of Dorchester Street.

First car in leaves corner of Broadway and Dorchester Street at 8.10 A. M. First car out leaves Brattle Street at 8.30 A. M. These cars run every 10 minutes. Last car to Brattle Street leaves at 6.30 P. M. After this time these cars run through Scollay Square *via* Temple Place and Tremont Street, and continue their route to office, 715 Broadway.

Passengers receive checks for City Point and Northern Depots on payment of one fare.

DOVER STREET LINE.

Distance, 3½ miles. Time, 33 minutes.

Leave Sixth Street stable, passing through P, Fourth, and K streets to Broadway (*via* Mt. Washington), Division, Foundry, Dover, and Berkeley streets to Columbus Avenue, to Providence Depot. **RETURNING:** Leave Providence Depot, passing through Columbus Avenue, Berkeley, Dover, Fourth, and C streets to Broadway, K, Fourth, and P streets to station.

First car in leaves stable at 5.45 A. M. First car out leaves Providence Depot at 6.19 A. M. These cars run on 6, 7, 8, 10 and 12 minute time till 11 P. M., then 11.20 and 12. Last car in leaves at 12 P. M. Last cars out leave at 12 and 12.30.

Passengers receive checks for Northern Depots on payment of one fare.

MOUNT WASHINGTON LINE.

Distance, 2 7-8 miles. Time, 33 minutes.

Leave office, 715 Broadway, passing through Broadway, Federal, and Kneeland streets (Old Colony Depot, Albany Depot), Lincoln Beach, Washington, Boylston and Tremont streets to Scollay Square. **RETURNING:** Leave Scollay Square, passing through Cornhill, Washington, Summer, and Chauncy streets to Harrison Avenue, Beach and Federal streets to Broadway, to station.

First car in leaves office at 5.30 A. M. First car out leaves Scollay Square at 6.03 A. M. These cars run on 10-minute time. Last car in leaves office at 10.46 P. M. Last car out leaves Scollay Square at 11.20 P. M.

OFFICE LINE.

Distance, 3 miles. Time, 32 minutes.

Leave K Street, passing through Broadway, Emerson and Dorchester streets to Broadway, Federal, Kneeland, Lincoln, Beach, and Washington streets to Summer Street. **RETURNING:** Leave Summer Street, passing through Chauncy Street to Harrison Avenue, Beach and Federal streets to Broadway, Dorchester and Emerson streets to Broadway.

First car in leaves K Street at 7.04 A. M. First car out leaves Brattle Street at 7.33 A. M. These cars run every 10 minutes. Last car for Brattle Street leaves K Street at 7 P. M. After this time these cars run through Scollay Square, *via* Temple Place and Tremont Street. Last car in leaves at 11.49 P. M. Last car out leaves Scollay Square at 12 13 A. M.

P. S. One night car leaves South Boston, City Point, on the hour, at 12 P. M. And from Old South on the half hour, continuing until 5 A. M. Last car leaves Old South, 4.30; Scollay Square, 5.33.

For South Boston or Southern Depots take cars of this line north of Beach Street for single fare.

Essex Street for single fare.

All South Boston cars run on Sunday *via* Washington Street through Temple Place to Scollay Square.

Cars for Northern Depots leave office in South Boston every 12 minutes from 9 A. M. to 7 P. M.

NOTE.

From the Old South, corner of Milk and Washington streets, cars leave for Milton Lower Mills and South Boston.

A Hardware Store for a Hundred Years.

BURDITT & WILLIAMS,

Manufacturers' Agents and Dealers in

BUILDERS' HARDWARE

AND

CARPENTERS' TOOLS,

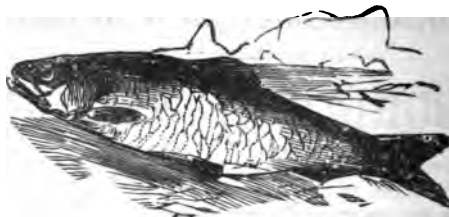
No. 20 Dook Square,

BOSTON.

Fine Bronze Hardware a Specialty.

Established in 1860.

TAYLOR & MAYO,
WHOLESALE DEALERS IN AND SHIPPERS OF
FRESH FISH.



ALSO PACKERS OF THE CELEBRATED

International Brand, Lobsters, Mackerel, &c.

7 and 8 Commercial Wharf,

BOSTON.

J. N. TAYLOR.

R. L. MAYO.

**HORSE CARS RUNNING FROM THE SOUTH TO THE
CITY PROPER.**

METROPOLITAN RAILROAD.

NORFOLK HOUSE AND NORTHERN DEPOTS.

Distance, 3½ miles. Time, 45 minutes.

Leave Norfolk House, passing through Washington, Milk, Congress, State, Devonshire, Washington, and Haverhill streets, passing Boston & Maine Depot, to Fitchburg, Eastern, and Lowell depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Norfolk House.

First car in leaves Norfolk House at 4.25 A. M. First car out leaves Northern Depots at 5.10 A. M. Last car in leaves Norfolk House for Northern Depots at 7 P. M. Last car out leaves Northern Depots at 7.45 P. M. After this time these cars run through Cornhill. Last car in leaves Norfolk House at 11.35 P. M. Last car out leaves Cornhill at 12.10 A. M. Run on 5-minute time during the day, and 10-minute time through the evening.

COLUMBUS AVENUE AND DEPOTS.

Distance, 3 miles. Time, 40 minutes.

Leave Lenox Street station, passing through Tremont and Berkeley streets to Columbus Avenue (Providence Depot), Boylston and Tremont streets to Cornhill, Washington Street, to Boston & Maine Depot, and Haverhill Street to Fitchburg, Eastern, and Lowell depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, Merrimac and Washington streets to Temple Place, Tremont and Boylston streets to Columbus Avenue (Providence Depot), Berkeley and Tremont streets to Lenox Street station.

First car in leaves Lenox Street station at 5.55 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in for Northern Depots leaves station at 7.30 P. M.; after this time these cars run around Cornhill. Last car in leaves Lenox Street station at 9 P. M. Last car out leaves Cornhill at 10.25 P. M.

THE
COMMONWEALTH
Clothing House,
680 and 684 Washington St. (cor. Beach.)



MEN'S, BOYS' AND CHILDREN'S
Clothing and Gent's Furnishing Goods.
GEORGE W. WARREN, **Manager.**

WARREN STREET AND NORTHERN DEPOTS.

Distance, $4\frac{1}{2}$ miles. Time, 45 minutes.

Leave Warren Street station, near Bower Street, passing through Warren and Washington streets to Temple Place, Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover, Washington, and Warren streets to station.

First car in leaves Warren Street station at 5.50 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in leaves Warren Street station at 9.10 P. M. Last car out leaves Northern Depots at 10 P. M. Run on 7 and 15 minute time, according to demand.

ATLANTIC AVENUE AND NORTHERN DEPOTS.

Distance, 2 miles. Time, 22 minutes.

Leave Rowe's Wharf, and Boston, Revere Beach & Lynn Railroad station, passing through High, Oliver, Franklin, Congress, State, Devon shire, Washington, and Haverhill streets to Boston & Maine, Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Portland and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Milk, Oliver, Franklin, and Broad streets to Rowe's Wharf.

First car leaves Rowe's Wharf at 8 A. M. These cars run in connection with Revere Beach & Lynn Railroad, and harbor boats, on 15-minute time. Last car leaves Rowe's Wharf at 8 P. M.

LENOX STREET AND NORTHERN DEPOTS.

Distance, 3 miles. Time, 35 minutes.

[This line does not run during the months of July and August, the cars being transferred to other lines.]

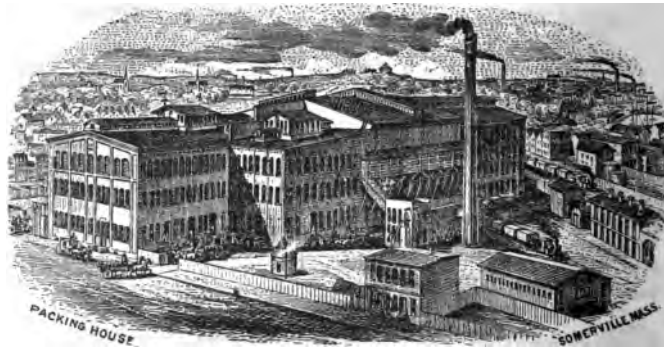
Leave Lenox Street station, passing through Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Chardon streets to Bowdoin Square, Court Street to Scollay Square, Tremont Street to Lenox Street station.

First car in leaves Lenox Street station, at 6 A. M. First car out leaves Northern Depots at 6.35 A. M. Last car in leaves Lenox Street station at 7.15 P. M. Last car out leaves Northern Depots at 7.50 P. M. Run on 10-minute time.

CHARLES H. NORTH & CO.

PACKERS AND CURERS OF

PORK, BEEF, LARD, HAMS, **BACON,**



Live and Dressed Hogs, &c., &c.

OFFICE, 27 and 29 FANEUIL HALL MARKET;
STORE, 33 and 34 NORTH MARKET ST.,

Charles H. North,
S. Henry Skilton,
Luman E. Conant.

BOSTON, MASS.

TREMONT CROSSING AND NORTHERN DEPOTS.

Distance, 3½ miles. Time, 40 minutes.

Leave Tremont Crossing, passing through Tremont and Berkeley streets to Columbus Avenue (Providence Depot), Boylston and Tremont streets to Scollay Square, Court Street to Bowdoin Square, Green, Leverett, and Causeway streets to Lowell, Eastern, and Fitchburg depots. RETURNING: Leave Northern Depots, passing through Causeway, Portland, and Merrimac streets to Haymarket Square, Boston & Maine Depot, Washington Street to Temple Place, Tremont and Boylston streets to Columbus Avenue (Providence Depot), Berkeley and Tremont streets to Tremont Crossing.

First car in leaves Tremont Crossing at 6.25 A. M. First car out leaves Northern Depots at 7.05 A. M. Last car in leaves Tremont Crossing for Northern Depots at 8.15 P. M. Last car out leaves Northern Depots at 9.10 P. M. Run on 40-minute time.

BARTLETT STREET STATION TO EAST BOSTON NORTH FERRY.**WASHINGTON STREET LINE.**

Distance, 3½ miles. Time, 40 minutes.

Leave Bartlett Street station, passing through Washington, Milk, Congress, State, Devonshire, Washington, Hanover, and Battery streets to East Boston North Ferry. RETURNING: Leave North Ferry, passing through Battery, Hanover, Washington, Summer, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Bartlett Street station.

First car in leaves Bartlett Street station at 5.28 A. M. First car out leaves North Ferry at 6.10 A. M. These cars run on 7-minute time, with extra trips night and morning. Last car in leaves Bartlett Street station at 11.15 P. M. Last car out leaves North Ferry at 12 P. M.

TREMONT CROSSING TO EAST BOSTON NORTH FERRY.**TREMONT STREET LINE.**

Distance, 3½ miles. Time, 40 minutes.

Leave Tremont Crossing, passing through Tremont Street to Scollay Square, Court, Hanover, and Battery streets to East Boston North Ferry. RETURNING by same route.

First car in leaves Tremont Crossing at 5.55 A. M. First car out leaves North Ferry at 6.25 A. M. These cars run on 7-minute time, with extra trips night and morning. Last car in leaves Tremont Crossing at 10.50 P. M. Last car out leaves North Ferry at 11.30 P. M. After 10.50 P. M. these cars only run to the Tremont House. Run every 10 minutes till 11.35 P. M. Last car out leaves Tremont House at 12 P. M.



HENRY H. TUTTLE & CO.
Fashionable Shoe Store,

WHERE EVERY DESCRIPTION OF

BOOTS AND SHOES

MAY BE HAD AT MODERATE COST.

RETURNING: Leave Chelsea Ferry, passing through Hanover, Washington, Sumner, and Chauncy streets to Harrison Avenue, Dover and Washington streets to Norfolk House.

First car in leaves Norfolk House at 5.45 A. M. First car out leaves Chelsea Ferry at 6.30 A. M. These cars run every 15 min., till 7.10 P. M.; and every 30 min., till 10.20 P. M. Last car in leaves Norfolk House at 9.40 P. M. Last car out leaves Ferry at 10.30 P. M.

EAST BOSTON LINE.

Distance, 2½ miles. Time, 30 minutes.

Leave North Ferry (East Boston side), passing through Sumner Street, Maverick Square, and Meridian Street to Bellingham Square, Chelsea. **RETURNING** by same route.

First car out leaves North Ferry at 6 A. M. First car in leaves Bellingham Square at 5.30 A. M. These cars run every 7 minutes. Last car out leaves North Ferry (East Boston side) at 12 P. M. Last car in leaves Bellingham Square at 11.30 P. M.

EAST BOSTON LINE.

LEXINGTON STREET BRANCH.

Distance, 1¼ miles. Time, 15 minutes.

Leave North Ferry (East Boston side), passing through Sumner Street, Maverick Square, Meridian and Lexington streets to station. **RETURNING** by same route.

First car out leaves North Ferry at 6 A. M. First car in leaves Lexington Street station at 5.45 A. M. These cars run every 7 and 15 minutes. Last car in leaves Lexington Street station at 11.15 P. M. Last car out leaves North Ferry at 11.30 P. M.

Checks are given on this line good for the full length of the East Boston Ferry line on payment of a single fare or ticket. Passengers must pay their own ferry fares.

WEST END LINE.

Distance, round trip, 5 miles. Time, 1 hour.

Cars leave station at corner of Washington and Northampton streets, passing down Washington Street to Temple Place, Tremont Street to Scollay Square, Court Street to Bowdoin Square, Green, Chambers, Cambridge, Charles, Boylston, Berkeley, and Tremont streets to Northampton Street, to station. **RETURNING:** Leave station, passing through Northampton to Tremont Street, Berkeley, Boylston, Charles, and Cambridge streets, Bowdoin Square, Court Street to Scollay Square, Cornhill, Washington, Sumner, and Chauncy streets to Harrison Avenue, Dover and Washington streets to station.

WINKLEY, THORP & DRESSER,
 MANUFACTURERS OF
ACCOUNT BOOKS,
AUTOGRAPH ALBUMS AND SCRAP BOOKS,
STATIONERS, PRINTERS & LITHOGRAPHERS

Estimates and Sketches Furnished.

LARGE AND COMPLETE STOCK OF

ENGLISH, FRENCH, AND AMERICAN STA-
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 POCKET BOOKS, GENTLEMEN'S LETTER
 AND CARD CASES, CIGAR AND DRESS-
 ING CASES,

Autograph, Photograph & Card Albums,
Scrap Books, Desk and Lap Tablets,

CANVAS AND RUSSIA PORTFOLIOS, WRITING DESKS, GLOVE
 BOXES, PLAYING CARDS, GAME COUNTERS, DICE AND
 PLAYING CARD BOXES, IN OLIVE AND RUSSIA,
 INKSTANDS IN OLIVEWOOD, CUT GLASS, AND
 BRONZE, GOLD PENS AND PENCILS,
 STYLOGRAPHIC AND CALIGRAPHIC PENS,
 POCKET INKSTANDS,

In Russia Leather and Boxwood.

WINKLEY, THORP & DRESSER,
 111 Devonshire Street,

Opposite Post-office,

BOSTON.

First car in leaves station, *via* Tremont Street, at 7 A. M. First car in leaves station, *via* Washington Street, at 7 A. M.

Last car in leaves station at 11 P. M. Last car out leaves Bowdoin Square at 11.30 P. M. Run on 10-minute time.

BEACON STREET TRANSFER LINE.

Distance, 1½ miles. Time, 10 minutes.

Leave station corner Northampton and Washington streets, passing through Northampton Street and Columbus Avenue to station on West Chester Park. RETURNING by same route.

First car leaves Washington Street at 7.15 A. M. First car leaves West Chester Park at 7.30 A. M. These cars run every 15 minutes. Last car leaves Washington Street at 11 P. M. Last car leaves West Chester Park at 11.15 P. M.

ATLANTIC AVENUE TRANSFER LINE.

Distance, 1½ miles. Time, round trip, 15 minutes.

Leave corner Summer and Washington streets, passing through Summer Street and Atlantic Avenue to Rowe's Wharf. RETURNING: Leave Rowe's Wharf, passing through High, Oliver, Franklin, and Washington streets to corner of Summer Street.

EGLESTON SQUARE TO TEMPLE PLACE.

Distance, 4½ miles. Time, 45 minutes.

Leave station on School Street (Ward 23), passing through Washington Street to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, and Washington streets to station on School Street (Ward 23).

First car in leaves School Street station (Ward 23) at 5 A. M. First car out leaves Temple Place at 5.45 A. M. These cars run every 10 or 15 minutes. Last car in leaves School Street station (Ward 23) at 11.05 P. M. Last car out leaves Tremont House at 11.45 P. M.

MEETING-HOUSE HILL.**DORCHESTER TO TEMPLE PLACE.**

Distance, 4½ miles. Time, 45 minutes.

Leave Bellevue Street, passing through Bowdoin, Hancock (Upham's Corner), Dudley, Dearborn, Eustis, and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, Washington, Eustis, Dearborn, Dudley, Hancock, and Bowdoin streets to Bellevue Street.

BIGELOW, KENNARD & CO.

IMPORTERS OF

Diamonds and other Gems,

WATCHES, CLOCKS, BRONZES,

AND FANCY GOODS NOVELTIES.

FINE JEWELRY IN EVERY VARIETY.

MANUFACTURERS OF

Silver Ware, Electro-Plated Goods, &c.

Agents for the Sale of the Celebrated

GORHAM MANUFACTURING CO.'S GOODS,

GUYE'S LONDON WATCHES,

AND

BARBEDIENNE'S ARTISTIC BRONZES.

Special attention given to the repairing of Watches and Clocks by skilled
and experienced workmen.

BIGELOW, KENNARD & CO.

511 Washington Street, cor. West Street.

First car in leaves Bellevue Street at 6.20 A. M. First car out leaves Temple Place at 7.05 A. M. These cars run every 30 minutes till 10.20 P. M. Last car in leaves Bellevue Street at 10.20 P. M. Last car out leaves Tremont House at 11.10 P. M.

GROVE HALL.

DORCHESTER TO TEMPLE PLACE.

Distance, $5\frac{1}{2}$ miles. Time, 55 minutes.

Leave station, near Dr. Means's church, passing through Washington Street (Ward 24) to Grove Hall, Warren and Washington streets to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, Washington, and Warren streets to Grove Hall, and Washington Street (Ward 24) to station.

First car in leaves station at 6.10 A. M. First car out leaves Temple Place at 7.05 A. M. These cars run every 15 minutes till 8 P. M.; then, every 30 minutes. Last car in leaves station at 10.05 P. M. Last car out leaves Tremont House at 11 P. M.

FOREST HILLS.

TO TEMPLE PLACE.

Distance, $5\frac{1}{2}$ miles. Time, 1 hour.

Leave Forest Hills station, passing through Washington Street to Temple Place. RETURNING: Leave Temple Place, passing through Tremont, Dover, and Washington streets to Forest Hills.

First car in leaves Forest Hills station at 6.45 A. M. First car out leaves Temple Place at 7.45 A. M. Last car in leaves Forest Hills at 10.37 P. M. Last car out leaves Tremont House at 11.15 P. M. Run on 15-minute time in summer, and 30-minute time in winter.

MOUNT PLEASANT.

UPHAM'S CORNER TO SCOLLAY SQUARE.

Distance, $3\frac{1}{2}$ miles. Time, 40 minutes.

Leave Upham's Corner, passing through Dudley, Dearborn, Eustis, and Washington streets to Temple Place, Tremont Street to Scollay Square. RETURNING: Leave Scollay Square, passing through Tremont, Dover, Washington, Eustis, Dearborn, and Dudley streets to Upham's Corner.

First car in leaves Upham's Corner at 3.45 A. M. in summer, and 5.45 in winter. First car out leaves Scollay Square at 6.30 A. M. Last car in leaves Upham's Corner at 11.25 P. M. Last car out leaves Scollay Square at 12 P. M. Run on 5, 10, and 15 minute time, according to demand.

MARLBORO BUILDING
395 WASHINGTON STREET.

B. W. CURRIER & CO.

DEALERS IN

FINE AND MEDIUM

CLOTHING
AT RETAIL,

COMPRISING

Men's, Youths', Boys', and Children's
Departments,

In all of which our stock will be found full and complete.

*Our Styles, Fit of Garments, and Quality of Manu-
facture, will be second to none in the city.*

WE CLAIM THE

Largest and Most Elegant Salesroom in the United States

For the sale of Clothing as a Specialty.

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→‡ ONE PROFIT. ‡←

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395 WASHINGTON STREET,
BOSTON.

DORCHESTER AVENUE, via MOUNT PLEASANT, TO MILK STREET.

Distance, 6 miles. Time 50 minutes.

Leave Park Street station on Dorchester Avenue, to Savin Hill Avenue, through Stoughton, Dudley, Dearborn, Eustis, Washington to Milk Street. RETURNING through Hawley, Summer, and Chauncy streets, Harrison Avenue, Dover and Washington streets to Eustis.

BEACON STREET LINE.

Distance, 1½ miles. Time, 25 minutes.

Leave station on West Chester Park, passing through Marlborough, Clarendon, Boylston, and Tremont streets to Scollay Square. RETURNING by same route.

First car in leaves West Chester Park at 7.20 A. M. First car out leaves Scollay Square at 7.45 A. M. Last car in leaves West Chester Park at 11.05 P. M. Last car out leaves Scollay Square at 11.30 P. M. Run, on irregular time to meet the pressure of travel morning and evening.

BROOKLINE TO TREMONT HOUSE.

Distance, 3½ miles. Time, 45 minutes.

These cars leave Walnut Street station, passing through Washington Street (Brookline) and Tremont Street (Boston) to Tremont House. RETURNING: Leave Tremont House, passing through Tremont Street (Boston) and Washington Street (Brookline) to Walnut Street station.

First car in leaves Walnut Street station at 6.05 A. M. First car out leaves Tremont House at 6.50 A. M. These cars run once in 20 min., till 7 A. M.; once in 10 min., till 9 A. M.; once in 15 min., till 2 P. M.; once in 10 min., till 7 P. M.; once in 15 min., till 10.15 P. M. Last car in leaves Walnut Street station at 10.45 P. M. Last car out leaves Tremont House at 11.30 P. M.

JAMAICA PLAIN TO TREMONT HOUSE.

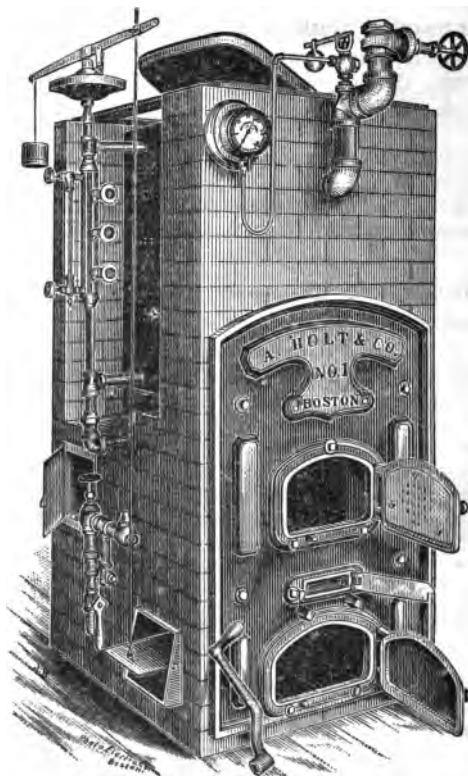
Distance, 5 miles. Time, 50 minutes.

Leave station on Centre Street, passing through Centre, Pyncheon, and Tremont streets to Tremont House. RETURNING by same route.

First car in leaves Centre Street at 5.15 A. M. First car out leaves Tremont House at 6.05 A. M. Last car in leaves Centre Street at 10.40 P. M. Last car out leaves Tremont House at 11.30 P. M. Run on 7 and 15 minute time.

A. HOLT & CO.,
Steam Heating

38 BEACH STREET, BOSTON.



Houses, Stores, Factories, Halls, Public Buildings, &c.

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FIELD'S CORNER, DORCHESTER,

TO CORNER MILK AND WASHINGTON STREETS.

Distance, 4 miles. Time, 45 minutes.

Leave Field's Corner, passing through Dorchester Avenue, Federal, Summer, and Washington streets to corner of Milk Street. RETURNING: Leave corner of Milk and Washington streets, passing through Milk, Hawley, Summer, and Federal streets to Dorchester Avenue, to Field's Corner.

First car in leaves Field's Corner at 3.45 A. M. in summer, and 5.50 A. M. in winter. First car out leaves corner of Milk and Washington streets at 6.35 A. M. Run on 10-minute time. Last car in leaves Field's Corner at 10.50 P. M. Last car out leaves corner of Summer and Washington streets at 11.30 P. M. After 9 P. M. these cars run to corner of Summer and Washington streets.

MILTON LOWER MILLS

TO CORNER MILK AND WASHINGTON STREETS.

Distance, $5\frac{1}{2}$ miles. Time, 1 hour.

Leave Milton Lower Mills, and pass over the same route as Field's Corner line, of which this line is merely a continuation.

First car in leaves Milton Lower Mills at 7 A. M. First car out leaves corner of Milk and Washington streets at 8 A. M. Last car in leaves Milton Lower Mills at 9 P. M. Last car out leaves corner of Summer and Washington streets at 10 P. M. Run every 30 minutes in summer, and every hour in winter, on even hours.

NIGHT CARS.

These cars run on the following time all the year round: —

Tremont Crossing, inward, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 A. M.

Tremont House, outward, 1, 2, 3, 4, 5, 6 A. M.

Washington Street, cor. Dudley, inward, 12 P. M., 1, 2, 3, 4, 5 A. M.

State Street, outward, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 A. M.

NOTE.

Horse cars leave for Northern Depots, Chelsea Ferry, and East Boston from the Tremont House or Temple Place every few minutes. Also, for Beacon Street, Lenox Street, Jamaica Plain, Brookline, Forest Hills, Grove Hall, Mount Pleasant, Dorchester, Egleston Square, and other points in the Roxbury and Dorchester suburbs,

NELSON H. BROWN,

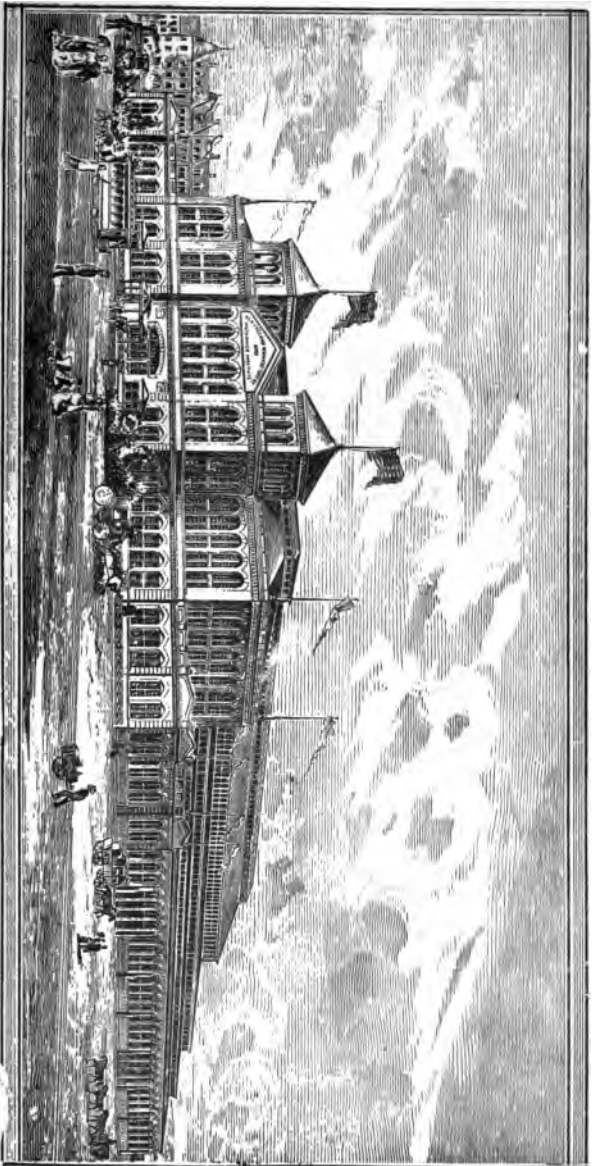
Wholesale Dealer in Foreign and

AMERICAN CLOCKS AND CLOCK MATERIALS.



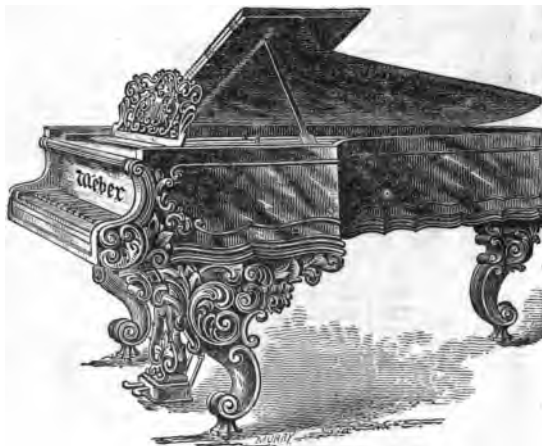
The Largest Stock and Assortment of Clocks in New England.

75 Hawley St., Between Franklin and
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Filling all the requirements of service, from that of the student to the finished artist.

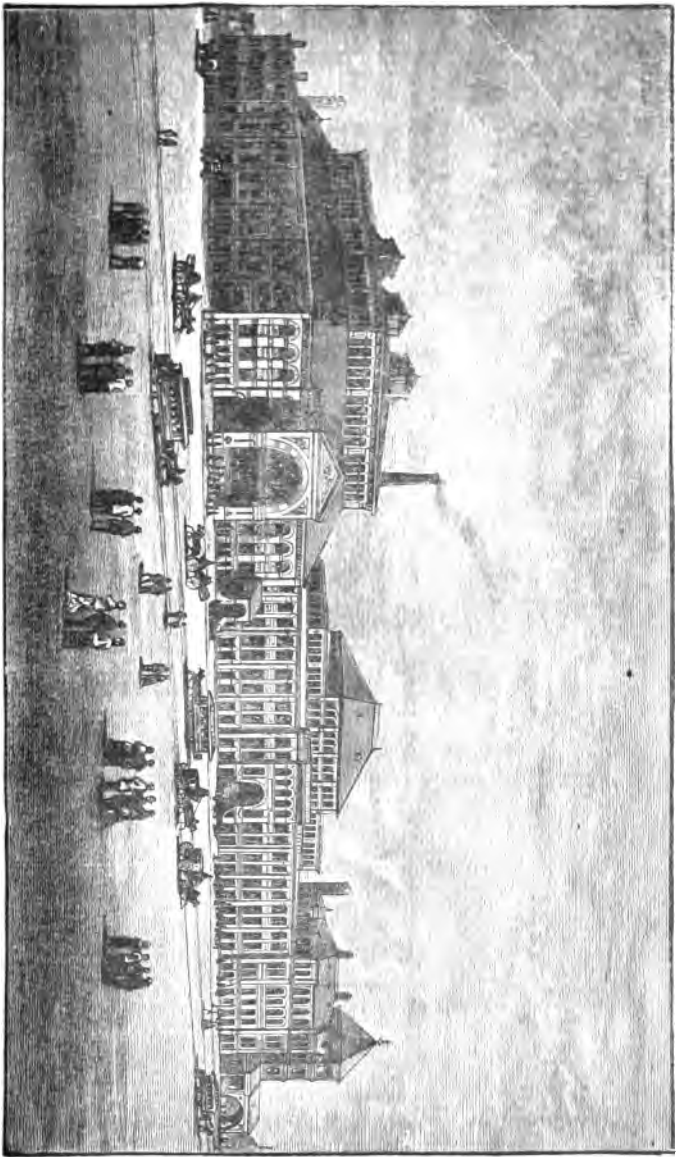
It is for the interest of all to examine our stock before purchasing.

Pianos sold on Instalments. Orders for Tuning and Repairing promptly and thoroughly executed.

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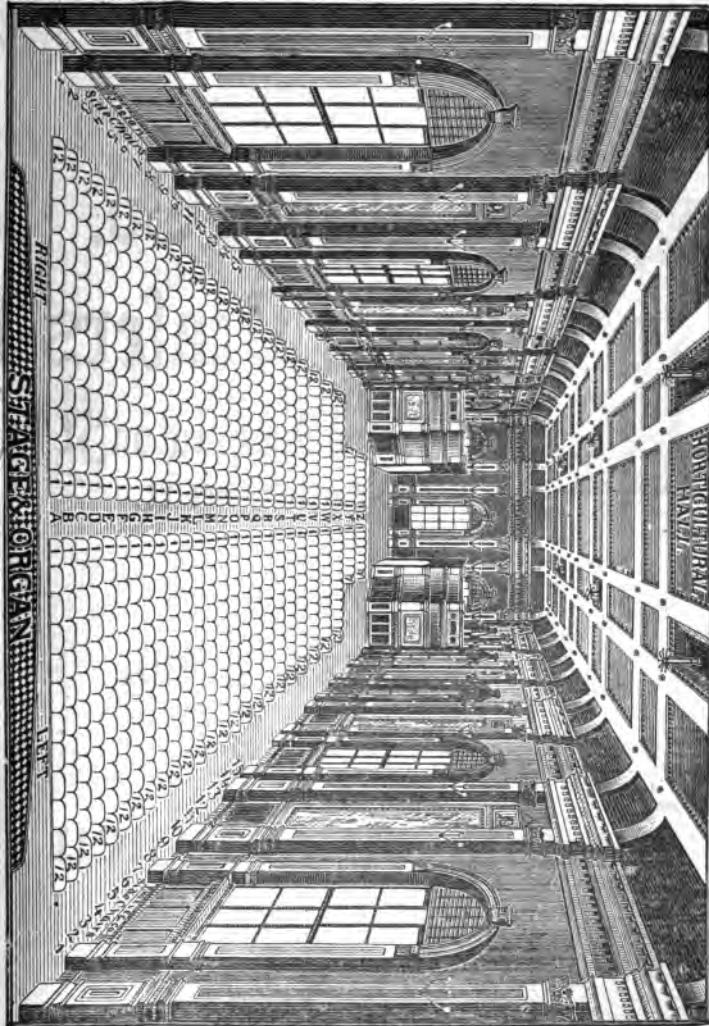
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477 to 481 Washington Street,

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60 to 70 Temple Place.



HORTICULTURAL HALL, a magnificent building of white granite, on Tremont Street, corner of Bromfield Street, is occupied by the Massachusetts Horticultural Society, which was incorporated in 1829. Their annual exhibitions of fruits, flowers, plants, and vegetables are of a very high order.



A. Elliot & Co.
Fine Art Dealers
 538 Washington St.
 opp. Boston Theatre.

A. A. WALKER & CO.

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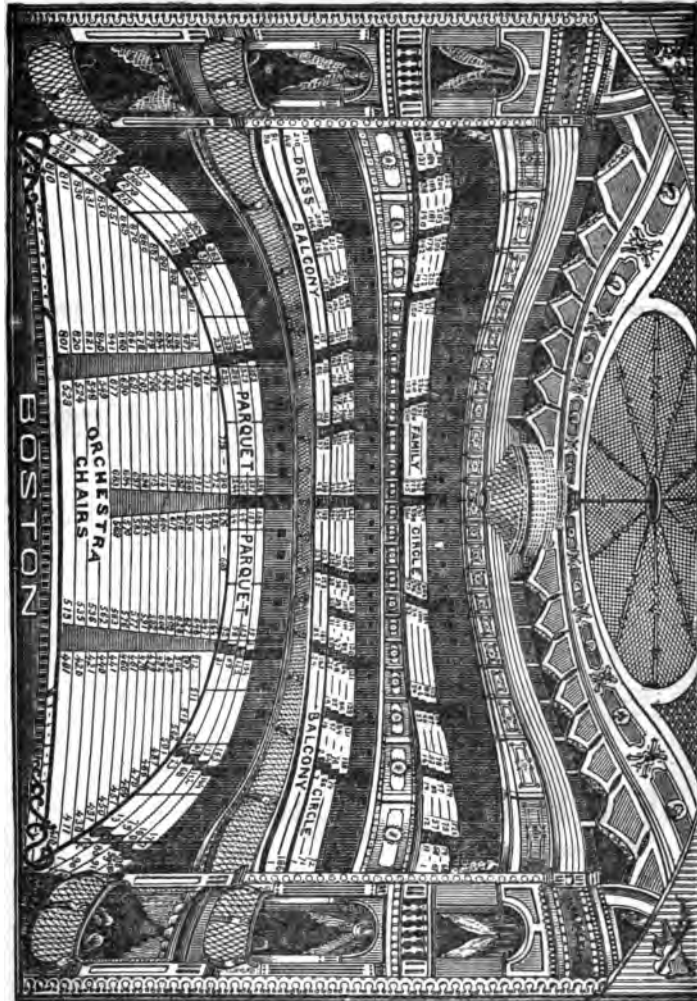
Artists' Colormen

— AND —

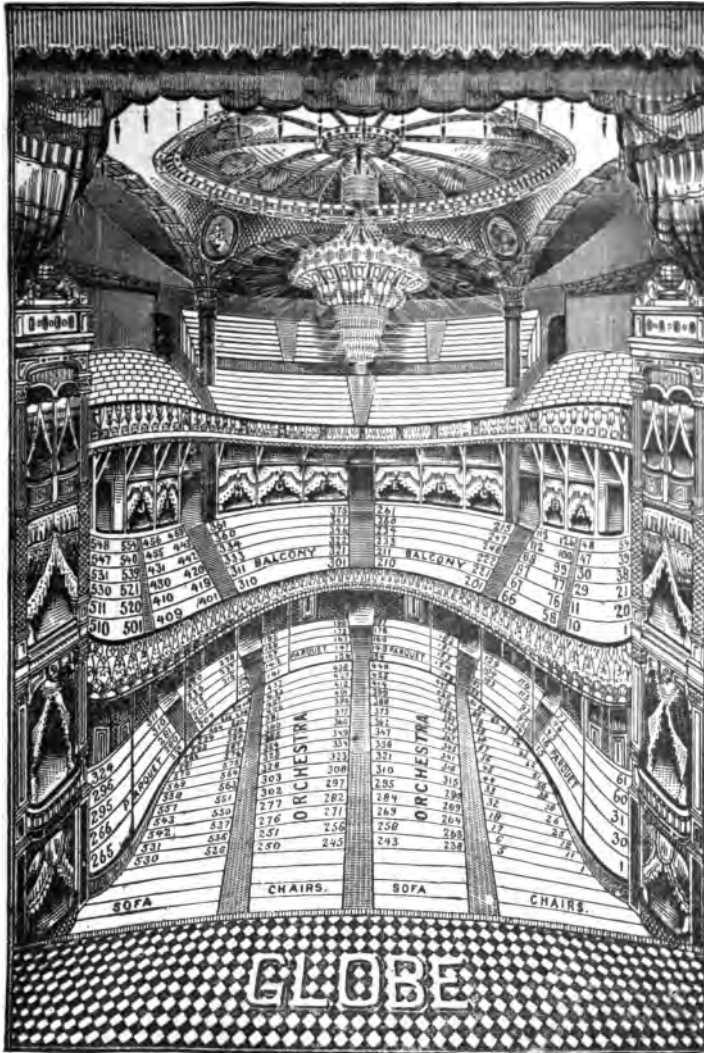
STATIONERS,

No. 538 Washington Street, . . . BOSTON.

First door south of R. H. WHITE & CO.

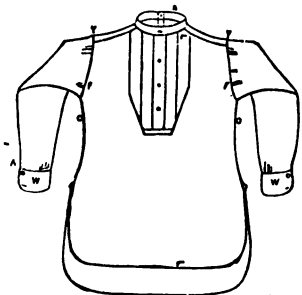


BOSTON THEATRE, situated on the west side of Washington Street, near West Street, is the largest theatre in New England. There is a fine stock company connected with this theatre, and all the famous actors of the day have appeared on its stage. The grand opera have had many brilliant engagements. Its seating capacity is 2,972, Admission fee from 50c. to \$1.50.



GLOBE THEATRE, situated on Washington Street, near Essex Street, is a very handsome and attractive theatre, with one of the best stages in the country. It has a seating capacity for about 2,000. The auditorium is 60 feet in height.

HUB SHIRTS.

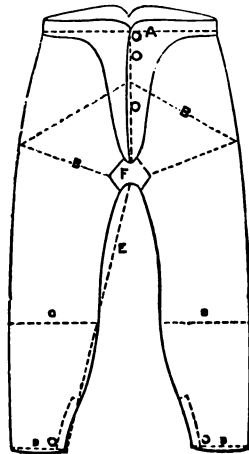


For Gentlemen, the Style in dress is the first to receive attention; and the LINEN of Gentlemen is the most conspicuous, and is the lever by which the other articles are gauged; and it thus behooves the manufacturer of Gents' Shirts to compete and to furnish their customers with as immaculate linen as the market can afford.

Gentlemen, when ordering Shirts, should call and see my styles and improvements before ordering elsewhere.

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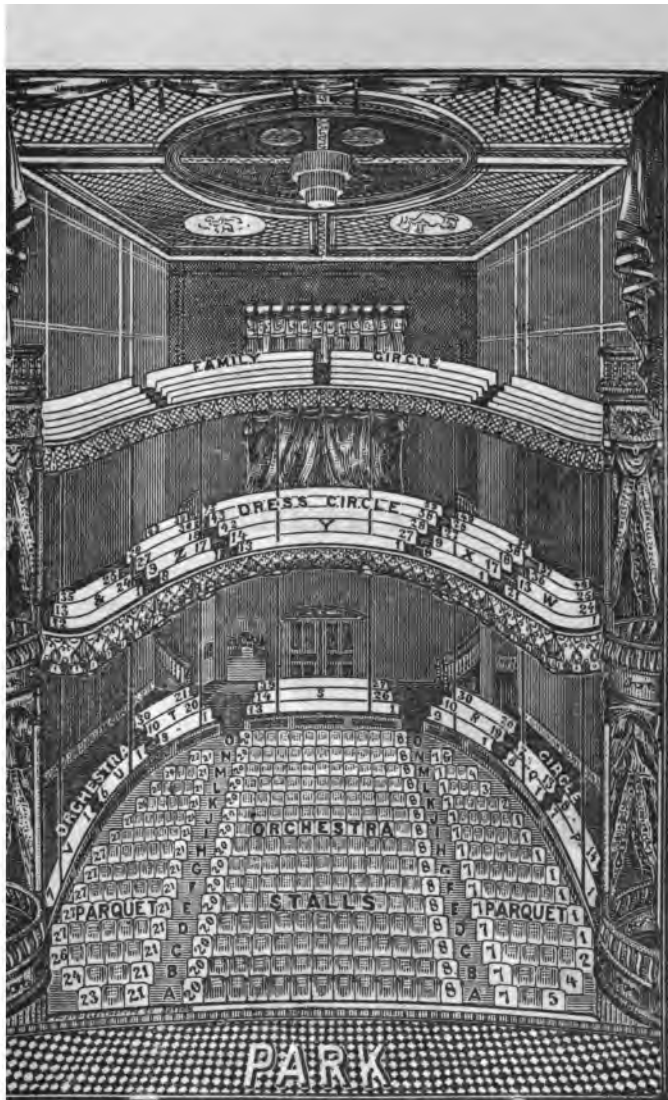
Have many superior advantages over all others. Letter F, in cut, shows the *Patented Suspensory Gore*, which removes all disagreeable points, such as seams, extra cloth and tightening over the knee; it removes the unpleasant feeling experienced in all others, both foreign and domestic, and are indispensable for large men that appreciate comfort. Also, the wrap opening in front gives it a superiority of adjustment, as it fits loosely, it remains in position and is not so oppressive in warm weather; as the light weights of merino fabric (and for winter wear has a chest protector attached which prevents colds, neuralgia, catarrh, pneumonia, etc.), as thousands will testify to their great value; to substantiate this I will give reference to patrons who comprise the best-known citizens of Boston, New York, New Haven, Providence, Worcester, Springfield, Portland, Portsmouth, etc.

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"HUB" SHIRT EMPORIUM,

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PARK THEATRE is a small but an elegant theatre, situated on Washington Street, near Boylston Street. Its auditorium is 60 feet wide, 63 feet from the side to the doors, and 50 feet high; the house seats 1,184.

GEORGE H. HALE,

Manufacturer and Dealer in

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3d Store, near Washington Street,

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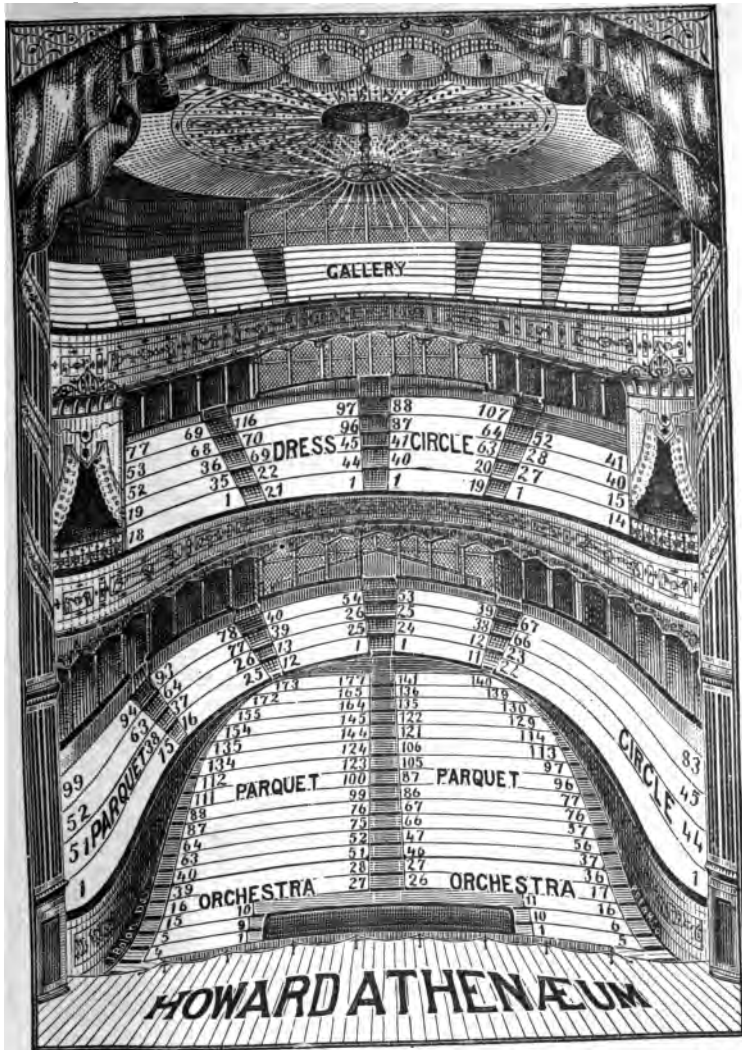
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HOWARD ATHENÆUM, on Howard Street, near Court Street. It has been very successful as a novelty theatre, and will seat some 1,500 people. The prices for admission rule from 35 cents to \$1.

B. F. Bradbury,

PHARMACIST,

443 Washington, cor. Winter St.,

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Fine Toilet Goods for Ladies & Gents.

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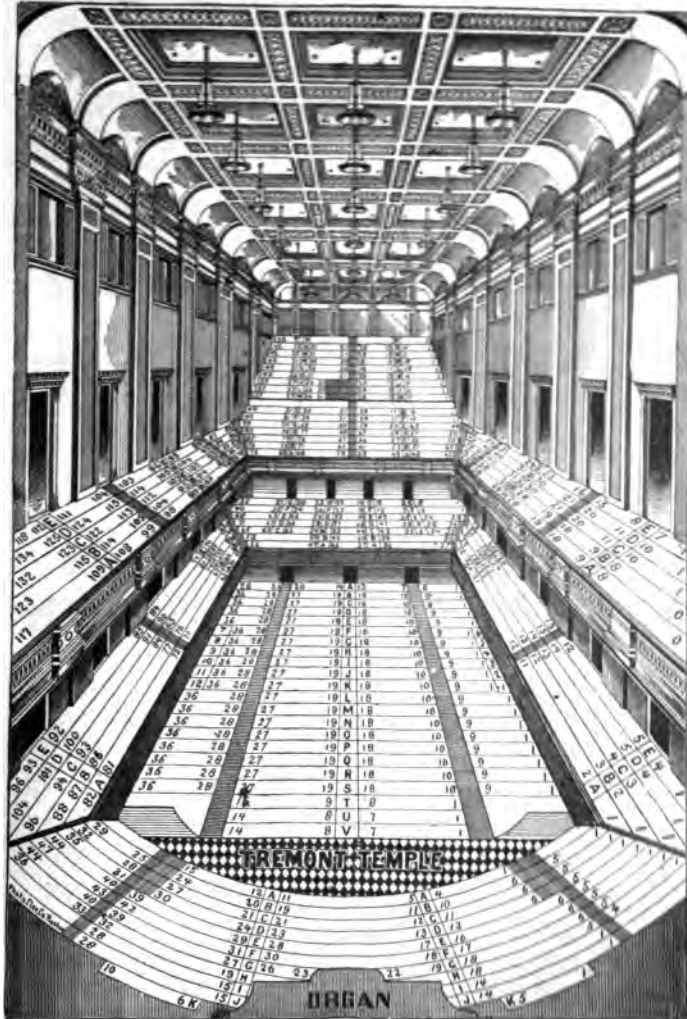
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None Genuine without Paris Medal on Bottle. Beware of Imitations,
Army and Navy Blacking, and all kinds of Blackings and Dress-
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TREMONT TEMPLE is one of the largest halls in the city, located on Tremont Street, near School Street, 124 feet long, 72 feet wide, and 50 feet high; has deep galleries, and will seat some 2,000 people.

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FIRE AND MARINE

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J. EDWARD HOLLIS.
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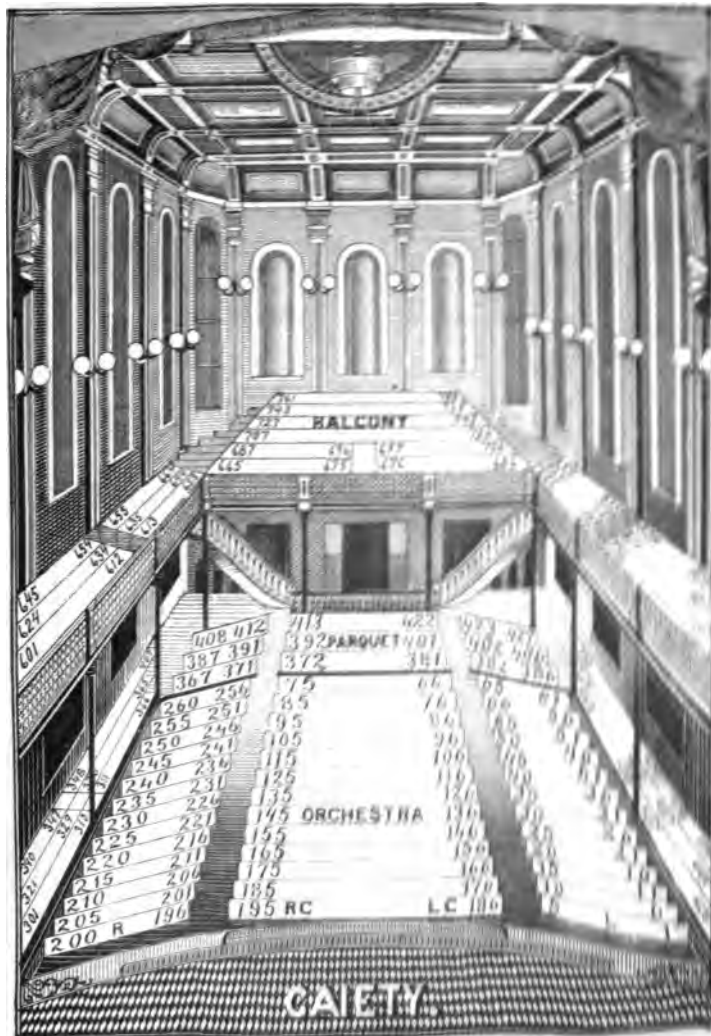
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GAIETY THEATRE, on Washington street, next to the Boston Theatre, is a small but attractive little theatre, and admirably adapted for comedy. It will seat 500 on the floor and 300 in the balcony. Admission from 35 cents to \$1.

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*The Handsomest and Most Elegantly
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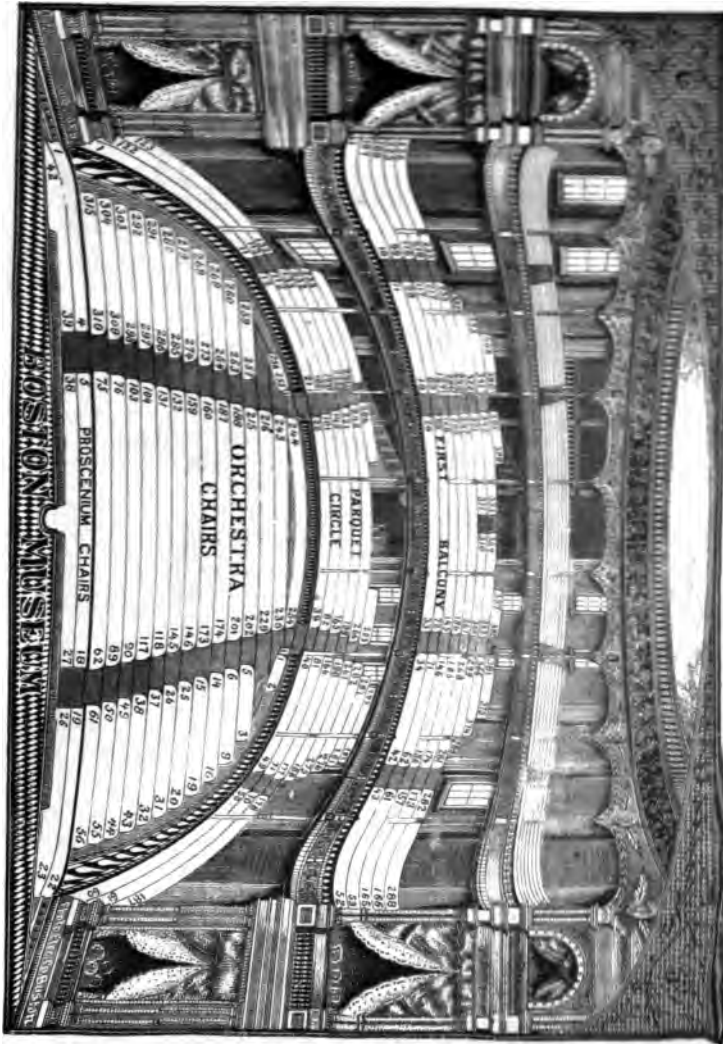


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BOSTON MUSEUM, on Tremont Street, near Court Street, is one of the oldest and most popular places of amusement in the city. The Museum, proper is very large and interesting, with its large hall and capacious galleries filled with curiosities and works of art; while the theatre is large, airy, well-ventilated, beautifully decorated, and comfortably furnished.

NEW ENGLAND

Conservatory of Music.

Pupils may now Register.

Graduates of the Conservatory are in constant demand as professors and teachers in other musical and literary institutions. They are now filling many of the important positions in colleges, seminaries, and music schools in the country, and as professional artists. The number of applications made yearly for our graduates far exceeds the supply, and the calls are increasing greatly year by year.

The growing interest in the art of Violin-playing, and the increased demand for thorough instruction in the technique of this instrument, have induced the management of the Conservatory to give special attention to increasing the facilities of this department, and to this end the valuable services of Messrs. Chas. N. Allen, Gustav Dannreuther, and Alfred de Seve have been secured. These gentlemen are too well known as experienced teachers and solo artists to need further commendation.

There is a regular progressive course laid out which is pursued at the Conservatory, consisting of five grades, beginning with the elementary principles of notation, passing on through the intermediate grades, as laid down in a printed course.

In connection with this new school of Violin-playing, classes are formed for ensemble playing, in which the more advanced students in Piano-playing, as well as those from the Violin classes, are enabled to study Classical Chamber Music. Violin is taught in classes at \$15 and \$20 per term.

School for Tuning & Repairing Pianos & Organs.

Classes are now formed for instruction in this branch of musical education under most competent and experienced teachers, with ample facilities for practice in private rooms and factories. This gives ladies and gentlemen a fine opportunity — and the only one in the country — for acquiring a thorough knowledge of this healthful and remunerative art at a moderate expense of time and money.



MUSIC HALL, entrances from Tremont Street, opposite the Park-Street urch, and through Central Court, from Winter Street. This hall is con-
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BOSTON FIRE ALARM TELEGRAPH.

2nd FL. LOCALITY.

1. Corner Charter St. & Plaza Place.
2. Corner Hall and Somerset Sts.
3. Chalmers St. (S. E. & F. Depot).
4. (Public) St. of John & Warren St.
5. Corner Conway and Lowell Sts.
6. Corner Everett and Willard Sts.
7. Corner Faneuil and Spring Sts.
8. Marlborough House, Marlborough St.
9. (Public) Hancock, near Clark St.
10. Corner Walnut on Commercial St.
11. (Public) Hancock, near Clark St.
12. Cor. Cooper & North Market Sts.
13. (Public) Hancock, near Hancock St.
14. Cor. Commercial St. & Federal St.
15. Cor. Commercial & Richmond Sts.
16. East end of Faneuil Hall.
17. Corner Hancock and Salem Sts.
18. Quincy House, near Beattle St.
19. (Public) St. (S. E. & F. Depot).
20. Corner Salisbury and Hawley Sts.
21. Cambridge St., near West Front.
22. North Russell St. (Church).
23. West City Station, No. 10, Oliver St.
24. West Cedar, near Cambridge St.
25. River St. (Quincy House No. 10).
26. Spring St. (Club House).
27. Corner Beane and Chalmers Sts.
28. Corner Beane and Beaver Sts.
29. Corner Franklin and Ansonia Sts.
30. Corner Everett and Myrtle Sts.
31. Beane, corner Tremont Street.
32. Court St. (Police Station No. 2).
33. Cor. India St. & Canal Wharf.
34. Cor. Adelaide St. & Long Wharf.
35. Mason Street (Opp. House No. 95).
36. Corner Washington and Mill Sts.
37. Cor. Water and Tremont St.
38. Cor. Bedford & Washington Sts.
39. State St. (Opp. No. 100).
40. Corner Federal and Franklin Sts.
41. Corner Mill and Oliver Sts.
42. State House St. (Opp. Pitt Sign).
43. N. Y. & N. E. R. Station.
44. Beane St., opposite Hawley.
45. Corner Park and Paul Sts.
46. Corner Bedford and Lincoln Sts.
47. Cor. Washington & Bayline Sts.
48. Corner South and Holden Sts.
49. Cor. South and South Sts. (Steps).
50. Harvard St. (S. E. & F. Depot).
51. East Street (Helmholtz Tower).
52. Warren St. near Tremont.
53. Corner Pinnaut and Kent Sts.
54. Berkeley St. near Cornwell St.
55. Cor. Washington St. & Indiana St.
56. Cor. Madison Ave. & Geneva St.
57. Cor. Washington & Common Sts.
58. Cor. Harrison Av. & Warren St.
59. (Opp. No. 14) India Street Pa. House St.
60. Cor. Dover and Albany Sts.
61. (Opp. No. 1) & N. E. Home in or East St.
62. Cor. Warren Av. & Berkeley St.
63. W. 1st Street, cor. of Washington St.
64. Cor. Sherman St. & Franklin St.
65. Duffield St. (Police Station No. 2).
66. Shawmut Av. (House No. 5).
67. Cor. Tremont St. and Boston St.
68. South City Station, Albany St.
69. Cor. Marlboro and Baxter Streets.
70. Cor. West Court & Appleton Sts.
71. Northampton St. (Opp. No. 3).

72. Cor. Tremont and Camden Sts.
73. Cor. Beacon St. & W. Chester St.
74. Corner Cordis and Alden Sts.
75. W. Washington, near Commercial St.
76. Cor. Sherman Av. & James St.
77. Cor. Boylston & Cambridge Sts.
78. John Brighton & Broadway Avenue
79. Beacon St., (Opp. No. 1) & 1st St.
80. Cor. Tremont & Dartmouth's Pls.
81. Dartmouth St. (Opp. No. 1) & 1st St.
82. Gannett, near F. D. de Bridge.
83. City Hospital (Opp. No. 1) & W. 1st St.
84. Mass. Free Hospital (Opp. No. 1) & W. 1st St.
85. Mass. Homeopathic Hospital, F. Cornwall Street, (Opp. No. 1).

South Boston.

101. Corner Ford and A Sts.
102. Cor. N. Y. & N. E. R. Station.
103. Broadway (Police Station No. 1).
104. Cor. DeLester Av. & DeWitt St.
105. Cor. DeWitt & N. Y. & N. E. R. Station.
106. Corner English and K Sts.
107. Cor. DeLester Av. & DeWitt St.
108. John St. (Opp. No. 1) & James St.
109. Corner Park and K Sts.
110. Corner English and K Sts.
111. Cor. Broadway & DeWitt St.
112. Corner Park and K Sts.
113. Corner English and K Sts.
114. Corner Ford and A Sts.
115. Corner Ford and K Sts.
116. Fourth St., (Opp. No. 1) & 1st St.
117. Indian Block (Opp. No. 1) & 1st St.
118. House of Correction (Opp. No. 1) & 1st St.
119. Corner H and Second Sts.
120. Boston Wharf (Opp. No. 1) & 1st St.
121. Page's Mill, First Street.
122. Cor. Dorchester and 1st St.
123. Cor. Fourth & 1st St. (7th St.).
124. Ann Susan Park Works, (2nd St.).
125. Indian Block (Opp. No. 1) & 1st St.
126. Storey, near O Street.
127. N. Y. & N. E. R. Station.

East Boston.

128. Ferry House (Opp. No. 1).
129. Corner Sumner and Landon Sts.
130. Corner Water and Wilson Sts.
131. Corner Market & Leland Sts.
132. Corner Sumner and Roder Sts.
133. Corner Lincoln & Leland Sts.
134. Corner Park and Lincoln Sts.
135. Grand Junction Av. (Opp. No. 1) & 1st St.
136. Van Buren St. (Opp. No. 1) & 1st St.
137. Cor. Charles St. & 1st St.
138. Squam's (Opp. No. 1) & 1st St.
139. Massena (Opp. No. 1) & 1st St.
140. Market & 1st St. (Opp. No. 1) & 1st St.
141. Plymouth & 1st St. (Opp. No. 1) & 1st St.
142. Ferry Works, (Opp. No. 1) & 1st St.
143. Corner Brooks and 1st St.
144. Upper St. (House No. 1) & 1st St.
145. Pine Works, (Opp. No. 1) & 1st St.
146. Corner Moore and 1st St.
147. Corner Sumner and Park Sts.
148. Corner Cottage and Everett Sts.
149. Cor. Meridian and Everett Sts.
150. Cor. Boston and Livingston Sts.

Roxbury District.

151. Corner Albany & Hampden Sts.
152. Cor. Norfolk Av. & Hampden Sts.

153. Cor. Washington & Arnold Sts.
154. Cor. Tremont and 1st St.
155. Cor. Brighton and North Sts.
156. Cor. Huntington and Tremont Sts.
157. Cor. Washington & W. 1st St.
158. Longwood Av. (Opp. No. 1) & 1st St.
159. Cor. 1st and 2nd Sts.
160. Boston St., near Washington St.
161. Cor. Faneuil and 1st St.
162. Public Station, No. 1 (Opp. No. 1) & 1st St.
163. Cor. Water and 1st St.
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West End.

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Brighton District.

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CAUTIONS TO PERSONS HOLDING SIGNAL KEYS.

1. Never open the Box or touch the apparatus, except in case of fire.
2. Never send the alarm for a few seconds at a distance.
3. Be reasonably sure there is a fire before sending the alarm.
4. Be sure your Box is locked before leaving it.
5. Never let the key go out of your possession, except to some responsible person to give an alarm of fire. And be sure the alarm is returned.
6. If you remove from your home or place of business, return the key to the Fire Alarm Office without delay.

DIRECTIONS IN CASE OF FIRE.

After giving the alarm remain a while if possible by the box, so as to direct the firemen to the fire.

BROWN ALARMS.—No person will give alarms for the same fire (after the first alarm has been given), without an order from an Engineer, and the person so ordered will be sure to go to the same fire from which the first alarm was given, and report the same to the Chief Engineer.

BROWN S. FLANDERS, Superintendent.
 February 14, 1895.

JOHN E. FITZGERALD, EDWARD A. WHITE, Fire Commissioners.

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within two or three days.

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